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GLASGOW.

A CITY OF CONTRADICTIONS AND CONUNDRUMS.

[BY SIR JOHN FOSTER FRASER.]

Glasgow is always providing something prodigious. The chief event of excitement during my visit was that the world's record for continuous dancing, seven and a half hours, was attained by a young couple—from despoiled Edinburgh, by the way.

There is an old joke about the man who declared, "I was educated in Glasgow, but I got my polish in Paisley."

The Glasgow man has a guile conceit, and he generally enlarges it at the expense of Glasgow, undevoutly. Edinburgh, which is a little distressing, for I am an Edinburgh product myself.

Amongst the many reputations which Glasgow has, the least enviable is that its inhabitants are addicted to an inordinate consumption of whisky, an exhilaration which may be pardoned in a region, where, during the winter months, it is invariably raining except when it is snowing. That, however, is a tale completely out of date. It is not all due to a gush of high morality succeeding the permissiveness of the Fussfoot. There are three reasons for the slumming in dram-taking: (1) All the best whisky has been exported to the United States for "medicinal purposes," (2) there is such a shortage of properly matured beverage that the distillers are obliged to ration the retailers; (3) the cost is so high and the quality so diluted that whisky has become far too expensive a drink for canny Clydesiders.

THE SWEET TOOTH.

But when a man does not drink he has another craving. It is for "sweets."

Glasgow may be the town of second importance in the British Empire, but according to population it is the sweet tooth of any city which blossoms beneath the fanning folds of the ever-glorious Union Jack.

As the drink bill declines the candy stores do good business. Since I was last in Glasgow there has been a positive epidemic of sweet shops.

I understand that these men of Celtic blood, who are the Highlanders, the busiest soldiers in the world, the clanmen who forayed in the olden days and built the grandest ships of modern times, now, instead of having a fiery draught as their "morning" stand round and munch sticks of chocolate! It is a great change.

I like Glasgow because of its enterprise under lamentable climatic conditions, because of its public spirit and generosity—ripping up that hoary old rule that the Scot is "near"—because whilst it has a legitimate respect for the law, it has a real love for the things that matter, art and literature; and here I have to say I know of no other town of similar size in the world that has such a fine collection of excellent bookshops—though I regretted that in the booksellers' windows there was not a fine display of one author's books as I considered desirable.

DISCONTENT.

But Glasgow is an enigma, or rather, a bundle of enigmas. Glasgow has lead other cities in municipal reform. It has a broadvisional intellectuality. Yet it has slums and housing conditions which make one sick to look at—though there are schemes actively afoot, if not to sweep away the slums, at least to provide housing of a better class.

Of Glasgow's fifteen members of Parliament ten are Labour and Socialist. Many Glasgow folk are not particularly proud of that fact, but they show a glow of satisfaction that, at any rate, the Glasgow Socialists in Parliament are waking up the English Socialists and showing them a thing or two.

The night before I went down to the Clyde-side I was in the House of Commons. In one quarter of the House sat a bunch of Conservatives, most of whom had been returned by the English Home Counties.

On the other side sat a group of "dour, determined and some rather cadaverous Glasgow Socialists. And, appreciating the intellectuality of the Clydesiders over sections of population in other parts of Britain I asked, "Why should this part of Scotland have sent so many extreme viewed Labour men into Parliament?"

The answer, in the main, has got nothing to do with theoretical politics. It has entirely to do with discontent arising out of a long period of unemployment. Clyde workers did well during the war and did well in the years immediately following. But two years ago there came the stoppage in the engineering and shipbuilding trades that was like the closing of heavy iron studded doors.

TWO YEARS' SILENCE.

Glasgow had been used to long stretches of unemployment and had accepted them more or less as natural events in industry. But with the gates of great engineering shops locked and great shipyards silent for two years men began to think that there must be something wrong with the system of industrialism.

Other political parties played with palliatives, but the Glasgow Socialists, unceasingly with plausible propaganda of out-of-work, were able to propound a policy which, however impracticable, in result, did suggest that the labourer would be better off than he was.

The whirl of the no-rent agitation during the last few days of the election—vote for the Socialists and the landlords who had illegally raised the rents would be obliged to disgorge—had a good deal to do with the Socialist gain. But the Socialists would have done well in any case, because of the discontent and the despair.

I had heard and I had read many stories of gaunt starvation stalking through the streets of Glasgow, of men tottering with feebleness because they had not broken their fast for days, of poor little children so hungry that when they went to school they fell off their seats, of women so emaciated and faint that they collapsed.

Then, on the other side, I heard stories that with unemployment relief and parish benefit, the working class population had been so debauched and demoralized that work would not be accepted even when it was offered.

The result of my inquiries was to reveal that there had been the greatest kind of exaggeration. There has been unemployment on the Clyde-side, and yet the huge deposits in the Glasgow Savings Bank have been wonderful! That is a curious circumstance which nobody would explain.

EMPTY STOCKINGS.

Tens of thousands of men, good craftsmen, have been receiving unemployment benefit through the Labour Exchanges. I have seen hundreds of them line up to receive their money.

No doubt, there were reckless families who squandered all the money they had during the fat years, but a great many others saved and put something aside in a stocking and are now drawing on that—though a good many stockings are empty, and respectable people suffer quietly rather than seek parish relief in addition to the "dole."

I was particularly interested in finding out what effect months and now years' receipt of the dole had upon the skilled workers! The conclusion I formed was that it was demoralising, but had not demoralised. The percentage amongst craftsmen who would rather muddle along on the "dole" and dodge real work when it came their way was comparatively small.

I met leading Glasgow citizens, who assured me that there were thousands of men who, when it was a case of £2 a week as "dole" and no work, or £3 10s. a week with work and no "dole," they preferred the "dole."

But those who were best able to speak on this matter—Labour Exchange officials, who paid the "dole" and were on the look-out to find work for the men—were certain such cases were few. Indeed, I gathered that men resented receiving the "dole."

Cases were given to me of men who eagerly resumed work, not only when they gained no financial benefit, but even for less than they received by the "dole."

GENUINE—AND OTHERS.

Besides the administration of the unemployed benefit, which comes from the national purse, thousands of pounds are spent in parish relief which comes out of the rates.

It is absurd to say there are not hundreds of perfectly genuine and pathetic cases of distress, but I arrived at the opinion that there are hundreds and even thousands of lanky-panky cases.

You might imagine that men who were so down on their uppers that they had to seek parish relief would give some physical evidence of ill-condition.

When I paid a casual visit to the Tent Hall, where relief was being paid out, I found about a thousand men, very quiet mannered, well conditioned, most of them in the twenties, generally well fed and healthy, exactly the kind of men one sees crowded on the bank side of a football match on a Saturday afternoon.

Now, whilst in regard to the Labour Exchanges, I heard good reports about the craftsmen anxious to return to work. I gathered that few craftsmen seek parish relief, and that most of the men who do so belong to the casual classes—many are bookmakers' louts and police watchers—with not much doing till the racing season opens—and not a few are the ne'er-do-wells, the spongers, the parasites, the men who will not work if they can get money otherwise.

It is always this disreputable band who are demonstrators, and public rowdies and the gang who bring discredit on the men who are hard hit and have a genuine grievance.

THE DODGERS.

Glasgow parish officials are experts in spotting the dodgers and in making swift inquiry into suspicious cases, especially those who get jobs and still draw relief and who are up to all the tricks to snap money.

The unemployed son living at home gets 7s. 6d. a week, but an unemployed lodger gets 13s. so it is not an unheard of thing for a lad to go across the passage and lodge with a relative in order to be entitled to the larger allowance.

I was told of a young fellow, drawing parish relief, deliberately getting married, for as a married man he would get assistance on a higher scale. Though the officials know well the louts and the shirkers, they hand out aid to them, because the law is that they shall not starve.

Not so long ago 20,000 necessitous children were being led in Glasgow by the school authorities—a figure which told a tale of dire distress. But the higher education authorities issued instructions that free meals were only to be given to children who were declared after medical inspection to be in need of food. There was a howl of wrath at this cruel conduct toward the little ones.

Yet it was well known that parents, obviously well fed themselves, sent their children by the thousands to have the free meals. The school authorities appealed to parents to tell them if their children were in want, and they would be examined and, if need be, fed. The teachers were instructed to keep a sharp eye for children who, under the new order, still came to school unfed.

Thousands of children were getting free meals when their parents were able to provide them, for now that there has to be evidence that the child is actually in want, the number of necessitous children has been reduced in Glasgow from 20,000 to about 300. Which just shows how public money can be viciously expended.

THE OTHER SIDE.

Is it a fact that in and about Glasgow there are men who refuse work because it is of a kind to which they are not used? On the evidence, I would say that is true. But it was explained to me by those who have the handling of unemployed labour that this was no evidence of shirking honest toil, but really a recognition of disability.

You cannot take a man used to working in a coal mine and turn him to out-of-door public work in harsh weather and up to the knees in mud without his at once falling ill. You cannot take a creature out of a shipyard and expect him to work at narrow seam coal down a Lancashire pit.

It is not that skilled men do not want to work, but that they are aware of their disabilities. I was told cases of men who rushed to get work at their own trade at a less wage than they were offered for some work to which they were not trained.

Yet it is a mystery how hundreds of families have managed to exist during the long industrial drought. One can only explain it by neighbourly kindness.

And there is plenty of money in Glasgow which is ready to flow toward industrial enterprise if the holders are sure they are going to see the colour of their money again with a margin of interest for the investment.

There are satisfying evidences that the worst is passed and though it would be difficult to point to any big move on behalf of workshops reopening, and there is statistical proof that the number of persons drawing relief is on the decrease.

(Continued at foot of next column.)

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THE ENIGMA.

But a new language will have to be invented before anybody can sum up Glasgow in one general phrase. It is a city of contradiction and conundrum.

Is it the grey skies, rain, and dismal evenings which keep folk indoors and make them the most voracious readers of books?

If they read books then they must be educated, as is shown by the fine literary societies and centres of culture; but if that be so why is the Clyde-side the most ardent breeding ground of Bolshevism and syndicalism in the country?

And with undoubted culture and love of the arts, why is it that some of the dwelling-places of the poor are a disgrace to any community?

I fired these and other questions at a good Glaswegian. He fired back the reply: "Because 25 per cent. of our population is Irish, because 75 per cent. of the retail drink business is in the hands of the Irish; and because the Polish Jews have been buying up slum property and are chiefly responsible for the squalid, overcrowding, and often disgusting conditions."

But I would like to hear the Polish Jews and the Irish on these matters.

JOHN FOSTER FRASER.

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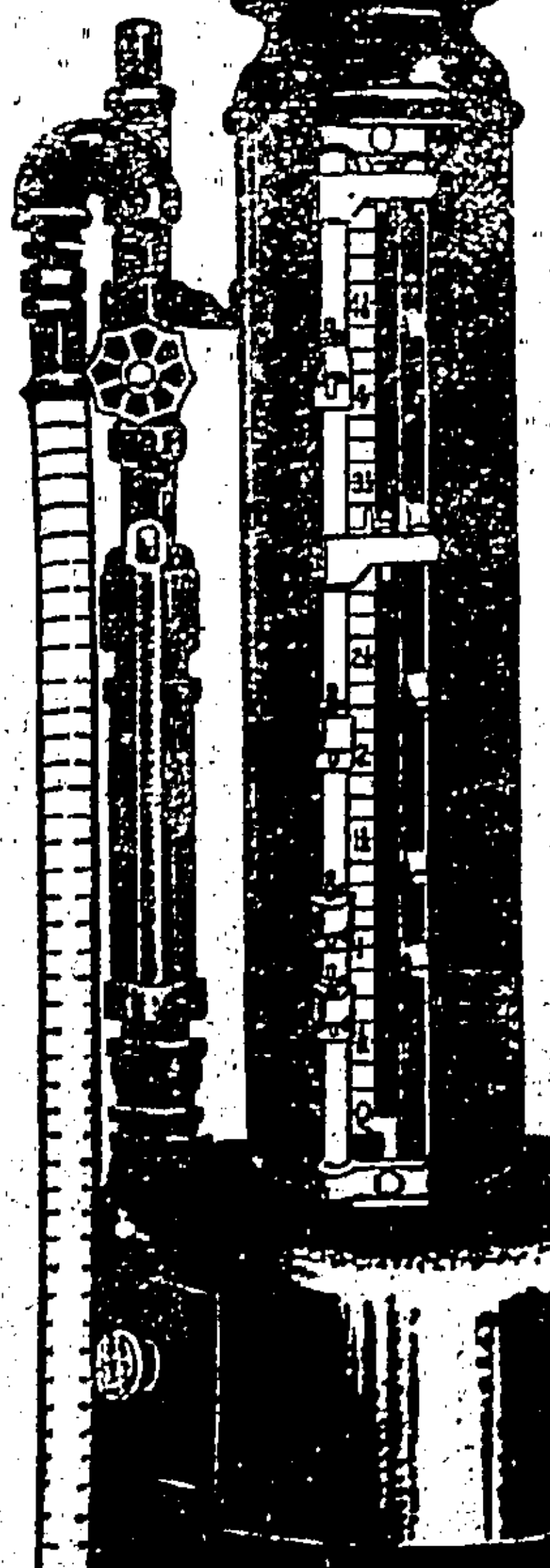
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THE BOXER INDEMNITY AND CHINESE EDUCATION.

[BY BERTRAND RUSSELL IN THE "MANCHESTER GUARDIAN."]

The British Government has announced its intention to follow the example of America by devoting to Chinese education the share of the Boxer indemnity which is still due to us. But so far the manner in which the money is to be spent has not been decided. Many different schemes have been suggested, most of which would do some good. But if the greatest possible benefit is to be obtained there is need of some care lest serious mistakes should be made.

The American Government, I believe, was actuated by purely altruistic motives in sacrificing nearly the whole of its share of the indemnity, but, as often happens, altruism brought a substantial reward. Young China, as a result, is predominantly American in training and sympathy; and Young China, on account of educational qualifications, necessarily occupies many important posts in business and the Civil Service. The Anglo-Chinese business community has been won over to the American plan by observing the advantages which it has brought to America. But it will not bring equal advantages to us if the commercial motive is too prominent. The way in which the money is spent must meet with the approval of Chinese educationists if it is to win us the goodwill without which we shall not gain much.

For this reason, among others, it is desirable that schemes for spending the money should be drawn up by a joint committee of English and Chinese. The Chinese representatives should be educationists, appointed by Chinese universities and other institutions for advanced education. The sum involved is not sufficient to produce any effect unless it is concentrated on higher education; and in any case there is need of a considerable extension of higher education in China before elementary education can be undertaken on any large scale. The enthusiasm for higher education in China is immense, and there is a very good spirit in the modern universities under Chinese management. But their work is rendered almost impossible by lack of funds, an evil which is not likely to be remedied while the present anarchy persists.

THE BEST BRITISH ADVICE.

In seeking British advice the Government will naturally turn to those who know China. Broadly speaking, these may be divided into three classes: business men, missionaries, and officials. Of these three, as a rule, the business men know least of China. They live mostly in the treaty ports, associate almost exclusively with white men, and conduct their business with Chinese by means of intermediaries. They like the Chinese, because they find them honest in business, but they tend to despise them. They do not often come across the best Chinese, and usually are themselves too uneducated to appreciate educational needs or what China has done and may do for civilisation. Their advice, on a question of Chinese education, is therefore not likely to be the best.

The missionaries, on the contrary, probably know China better than either of the other two groups. They penetrate much more into the interior, and it is of the essence of their work that it cannot be done by associating with white men. Their knowledge and experience are, therefore, of great value. But as advisers they have the great drawback that to them China is a heathen country to be converted, a point of view naturally repugnant to most Chinese. They make few converts, and those they make become denationalised, so that it is difficult for them to take part in the imperative task of regenerating China. The experience of several centuries of Christian missions in China shows that it is not through them that national rejuvenescence will come.

The officials (including among them those few who have educational posts in China) are, I believe, the best advisers among the British community in China, as regards this question of the Boxer indemnity. They are, of course, fully alive to commercial interests, but better able to appreciate the educational needs of China than those whose contact with China is merely commercial. Of the men in the diplomatic and consular service in China some have interested themselves profoundly in Chinese history and culture, acquiring (what is rare among Europeans) a competent knowledge of the language. The advice of such men would be of the greatest value.

How the money should be spent. My own belief, for what it is worth, is that the whole of the money ought to be spent on supporting and improving advanced educational institutions under Chinese management, and on bringing a certain small number of their best students to British universities. In the present chaos these institutions seem to me to afford the most hopeful nucleus about which an orderly State may gradually crystallise. Higher education has traditionally in China an importance which it has nowhere else, and the traditional reverence for education is transferring itself to the men whose education has been on modern lines. But so long as institutions are under foreign management they tend to make students lose touch with their own country, so that they cannot be as useful as they otherwise might be.

(Continued at foot of next column.)

HONGKONG TRADE.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—A considerable volume of business has again been put through in white broadcloths. Apart from this, there are small inquiries for cotton goods with no business resulting. Greys and Whites continue neglected.

Cotton Yarn.—A small business has been done for Yunnan at easier rates. The same unsettled conditions in Canton as last reported still prevail and the trade for that quarter is at a standstill. Quotations are:—No. 10s. \$162/188. No. 12s. \$168/188. No. 16s. \$190/202. No. 20s. \$175/204. Unsold stock 14,000 bales. Bargains 8,000 bales.

Woolens.—The market is unchanged.

Raw Cottons.—There is no business to report and quotations are purely nominal: Indian descriptions at \$34/39 and Chinese staple at \$37/44.

Metals.—Market continues stagnant owing to the political disturbances in South China. Prices show a tendency to fall away but very few sales reported.

Flour Market Report.—Stock: about 650,000 sacks. Market steady. Quotations:—American Patent, \$3.50 per sack; American Straight, \$3.00 per sack; American Cut off, \$3.00 per sack; Shanghai Flour, 3.00 per sack; Australian No. 1, \$3.00 per sack.

Sugar.—Market weak.

Saltpetre.—Dead market with dark future.

Imagine, say, a French *lycée* established in England turning out English boys with French knowledge and a French outlook; it is clear that they would be at a disadvantage as compared with other English boys, even if they were better educated from a scholastic point of view. The same thing applies to China in a much higher degree, because the Chinese differ from us more than the French do. For this reason institutions under Chinese management can give something to Chinese students which foreign institutions can never give.

One form which support of Chinese universities might take would be to send English professors, one or two to each, to teach in them. Many young men of high academic attainments would be glad of the opportunity to spend two or three years in the Far East, and the academic type of Englishman would probably be much liked in China. As yet some European or American teaching is much needed, although a European atmosphere is not desirable.

Chinese universities urgently need libraries, which at present, for lack of funds, are very inadequate. This need could be supplied without any great expense.

It is desirable that the best students, those who aim at acquiring a really thorough knowledge of some branch of study, should have a post-graduate course in Europe or America. A portion of the Boxer money should certainly be set aside for this purpose. But the cost of living in England is about five times what it is in China, and that, without counting the cost of the voyage, one student sent to England will cost as much as five educated in China. This makes it undesirable, from the point of view of economy, to bring any but the best students to England. There should be a certain number of scholarships for the purpose, limited to those who have already completed a university course with distinction in China.

TECHNICAL OR ACADEMIC EDUCATION?

I have hitherto said nothing as to technical schools. There is a considerable body of opinion—more among foreigners than among Chinese—in favour of devoting any money that may be available to this purpose rather than to ordinary academic education. Undoubtedly such schools would be very useful to China, since the development of industry in China is unavoidable and must be as much as possible in Chinese hands if China is to preserve any degree of national independence. Nevertheless I believe that we should do better to spend the money on ordinary university education. Men of all-round education are greatly needed in China, and there is less likelihood of the requisite money being forthcoming from other sources than there is in the case of technical schools. I believe that the European business community, in co-operation with Chinese commercial interests, may found such schools. (Some already exist, but not nearly enough.) But I do not think that academic education is not directly and obviously utilitarian is likely to receive endorsement from such quarters. If, however, a joint committee of English and Chinese, such as I have suggested, were formed to draw up a scheme the question of the appointment of the money, between academic and technical purposes might safely be decided as the Chinese members wished.

I cannot claim, in anything I have said, to speak for anyone but myself. At the same time, the subject is one upon which I often sought Chinese opinion while in China, and I have recently discussed it with many Chinese now in England. As a result of these discussions I believe that, while of course divergencies of opinion exist, such a scheme as I have outlined would be welcomed by the great majority of those Chinese who have had a modern education. It is vital to remember that no scheme which does not meet with the approval of these men will do much good to China or promote the good relations between England and China which our Government presumably wishes to strengthen.

THE MURDERED MAN.
 "It soon came to my turn, and my captors thrust me roughly ahead of them, while the man who had found me beneath the berth re-entered the coach to gather up any valuables which might have been overlooked. We had proceeded only a little way, when we came upon the body of a dead fellow-passenger. I do not know his name, but the bandits pointed to him and then to me, as much as to say that

THE BANDIT OUTRAGE IN SHANTUNG.

VIVID TALE OF MR. LEHRBAS'S CAPTURE AND LUCKY ESCAPE.

An amazing account of the attack of the bandits upon the Tientsin-Pukou railway line was told by Mr. Lloyd Lehrbas of the *China Press*, who arrived from Nanking after having made a most dramatic escape from his captors. When seen by a representative of the *North-China Daily News*, on arrival Mr. Lehrbas was still wearing his grey trousers and coat over his pyjamas in which he made his escape. He appeared in good health and little the worse for his experience. Mr. Lehrbas told the following story:

"I was awakened by our train stopping with a sudden jolt. Looking out of the window I could see nothing, but heard the spitting of rifle bullets, fired at no great distance. The thought came to me that we were being attacked by bandits, because just before retiring for the night, we had been talking about bandits in the smoking compartment."

"I hurriedly donned a pair of trousers and coat over my pyjamas, and, grabbed my automatic pistol out of my travelling bag which was lying open near the head of my berth. I knew then that the bandits were making a raid through the train, because I could hear the screams of the women forward, followed and interspersed with rifle shots."

"While I was wondering what to do, both the windows of my compartment were crashed in with stones, evidently taken from the track of the railway, and I was slightly cut by falling glass. I dived under my berth thinking that was the safest place, and believed that I might remain hidden."

"A few moments later the door of my room was crashed in and a man entered with a musket. He glanced hurriedly round and perceiving my open bag grabbed it with all its contents. The hubbub outside increased and through the doorway which had been left ajar I could see my fellow passengers being forced ahead of their captors at the muzzles of rifles."

"As I lay beneath my berth I heard the bandits moving backwards and forwards along the track on the right side of the train calling to each other. Within the car, there was little more noise, since apparently all the passengers had been forced outside. I was about to crawl out of my hiding place when two more bandits entered my compartment, and searched the bedclothing for any additional plunder. When they turned over my pillow and found my pocket-book containing a roll of notes they laughed heartily. Attracted by the sound, two other bandits appeared and they too searched my compartment; but found nothing. They all moved off and again I thought I was free, when a fifth brigand entered the compartment."

DEED OUT.

"This last man was more persevering than his predecessors, for after searching the compartment, he stooped down and thrust his rifle butt underneath the berth where I was hiding, and hit me a heavy blow in the stomach. I groined, and at once he looked under the berth and ordered me to come out. I put my right hand on the berth to pull myself out, and the moment I did, he rapped my knuckles severely with his rifle butt. I dropped my hand, naturally, and he caught it and slipped off my jade ring which I wore on my fourth finger."

"Not wishing to be discovered with my automatic, I threw it into the far corner and wriggled out. He pointed outside and ordered me to precede him, and hit me several times with his rifle to emphasize his remarks. I moved as fast as I could along the corridor which was a mass of broken glass and valuables of other passengers, which had been left behind in their flight."

"When I descended the coach steps I saw that all the passengers had been huddled together in little groups of four and five and were again being ordered to give up all their valuables. The majority of the women were clad only in their night dresses, although a few had had time to slip on kimonoes over them. For the most part they took their capture very philosophically and made no outcry, although several demanded permission to return to the coach to put on their shoes, before setting out on the march."

"This permission was refused and in little groups of two and three, with several bandits guarding each group, my fellow passengers were led towards the hills. The bandits wore no uniform, no shoes nor leggings, and each had his queue done up in a tight knot in the centre of his head and tied in place with red thread."

"It soon came to my turn, and my captors thrust me roughly ahead of them, while the man who had found me beneath the berth re-entered the coach to gather up any valuables which might have been overlooked. We had proceeded only a little way, when we came upon the body of a dead fellow-passenger. I do not know his name, but the bandits pointed to him and then to me, as much as to say that

I would suffer a similar fate. I have since learned that the man's name was either Bergmann or Brockmann, and I believe he was travelling second-class because I had not noticed him before among our fellow-passengers. He was a man about 45, rather tall and well set up and quite well dressed. The face was blackened from powder, so I judge the shot must have been fired point blank from rather close range."

"On and on we stumbled toward the distant hills which were dimly silhouetted against the dark horizon across a track that led through grain fields. Two or three times I stumbled and fell and each time my captors hit me with their rifles before I could rise. I think that I was the last one to be taken, because I could hear voices ahead of me speaking English, but none in the rear."

"Suddenly there was a shout in Chinese from behind and I thought that the game was up. I turned and saw that the bandit who had captured me was struggling under a heavy load, evidently more loot which he had collected in one of the sheets and had slung over his shoulder. When he approached within about ten yards, he gave the order to proceed and again I was prodded none too gently, from the rear."

THE CHANCE OF ESCAPE.

"Those of my fellow-passengers who were ahead had continued quite a distance during our halt, and their voices could be only dimly heard and soon there came a shout from ahead and my two captors on either side left me and ran ahead evidently to the assistance of their friends. Almost at the same instant, I heard a crash from behind, but I was too afraid to look around. About 20 steps farther, not hearing the sound of anyone in the rear I halted, and saw that the man carrying the load had dropped half of it and was bending over, to pick up his loot from the ground. His rifle muzzle gleamed in the darkness, but I saw also that he had lain it to one side."

"Here was my opportunity! Ahead, my two guardians had apparently disappeared so I took a chance and made a flying leap to the right of the road and rolled down a small gully. I lay absolutely still for about ten or fifteen minutes, and then I saw the bandit who had been in the rear pick up his bundle and his gun and move off."

"I scrambled along on hands and knees making a wide detour through the grain fields in the direction which I knew the train to be in. Soon there was a great commotion ahead, when my disappearance was noted. Crouching low, I ran as fast as I could, but progress was very difficult through the high grain."

"Several times I thought I had been discovered as the voices of my pursuers sounded all around me and they fired several shots over my head. I dropped to my stomach and crawled—it seemed for miles, and finally after about three hours made good my escape. I say three hours, but I don't know how long it was, because my watch had been stolen along with my other belongings."

SAFE AT LAST.

"It was nearly seven o'clock when I finally returned to the train which had been detained. I found that there were three Chinese boys who had escaped by hiding along the train embankment. They were so scared it was impossible to get any information out of them. About an hour later a train arrived with various officials and I told my story as best as I could and learned that Messrs. Haimovitch, Heitz and Zimmerman had been taken on to Tientsin."

"Mr. Lehrbas stated that he could not give further information about the fate of his fellow passengers as the last he had seen of them had been during the early hours of Sunday morning when they were being prodded ahead toward the hills. He said that he did not believe that the women suffered much as the bandits appeared to treat them with a certain respect, but would not let them return for any of their clothing or other belongings. He was making the trip to Tientsin to meet Mr. Jacob Gould Schurman, U.S. Minister, who was stopping there, en route to Shanghai, to visit the reclamation work of the Yellow River."

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central—Advr.

PRESENTATION TO THE HON. MR. T. L. PERKINS. HONGKONG'S PROSPECTS.

After nineteen years' service with the Public Works Department of the Colony, the last two spent as Director of the Department, the Hon. Mr. T. L. Perkins leaves on Wednesday for Home in order to enjoy a well earned retirement, and as a mark of their respect, and esteem, the European and the Chinese staffs of the Department under his control, joined in making him a presentation at the Public Works offices on Saturday morning.

Mr. H. T. JACKMAN, an Assistant Director of the Public Works Department, made the presentation on behalf of the European staff. In reviewing his nineteen years' experience with the department, Mr. Jackman said he thought the outstanding features had been Mr. Perkins' work in the improvement of building construction, during the period he was in the Building Ordinance Office. He was responsible, too, for the introduction of more modern methods of road construction in the Colony in order to meet the increasing wear and tear of the roads due to the higher speeds and weights of the motor vehicle; and later, his was the brain responsible for the preparation of a scheme of town planning for Hongkong and Kowloon, so that the Colony might develop along well-arranged and economical lines. He felt sure that these works had been, and would be, of considerable benefit to Hongkong. The staff would always remember the support and assistance Mr. Perkins had given it in its endeavours to procure a satisfactory revision of the Salaries Scheme, and they were all very grateful to him. As to Mr. Perkins himself, the whole staff recognised that he was a man full of business energy, with a huge appetite for hard work, and one who was never satisfied till he was sure that the work in hand had been pushed forward as far as circumstances would permit.

Mr. Jackman then made the presentation, and remarked in conclusion that they all wished Mr. Perkins many years of life in which to enjoy his retirement. (Applause.)

The presentation consisted of a large group photograph of the European staff, a handsome silver cigarette box with silver case inside, a silver salver and bowl, and two silver ornaments. The Hon. Mr. PERKINS in reply, said he hardly knew how to express his thanks. As they were aware, it was not very much in his line accepting presents, but coming from them, their farwells, gift possessed for himself a very much enhanced value. His work with the P.W.D. had been particularly strenuous, and his work previously had been no less so. During his time the Colony had developed fast, and big things had been done. The reason was that the work of the P.W.D. staff had always been of such a loyal and strenuous character. He felt that Hongkong had a big chance at the present day to advance, in spite of its topographical disadvantages. In many ways it could not be approached by any other town of its size in the world to-day. Building works, sewerage works, waterworks, and other works had all been attended by special difficulties, such as would not be met with elsewhere. That these difficulties had been overcome was well within the knowledge of all present. A day or so ago sitting in the Hongkong Hotel with some visitors from Australia, the talk was of the tremendous amount of work that must have been done to make Hongkong what it is to-day. One man remarked that Hongkong was all right in its way, but there was so little of it. Having gone over a few roads, there was nothing more to be done. However, that might be Mr. Perkins continued, what little there was well done, and the staff of the P.W.D. were the people who were responsible for its being well done. He was intensely proud of the engineers of his department, and he felt sure that the Government had never had a better or more loyal body of officials than it had at this day.

Referring to the presentation, Mr. Perkins said the gifts would be a life-long reminder of them all. The majority of those present he had known intimately for years, and though there had been times when they had their "little heart-to-heart talks," yet for the most part they had always worked together amicably, and had been prepared to back each other up when necessary. He thanked them all most sincerely both on behalf of his wife and himself. (Applause.)

Shortly afterwards the Chinese staff made Mr. Perkins a presentation consisting of a beautifully worked silk picture in a blackwood frame. The subject of the picture was an eagle perched on a fir tree branch, one end of which tapered gracefully over the face of the moon. A Chinese poem was painted on it, explaining the nobleness of the eagle, the straightness of the fir, and the gentle purity of the moon. The whole conveyed a subtle compliment to the recipient. Inscribed on a silver plate, in English, at the foot of the picture, were the words:

"Presented to the Hon. Mr. Perkins, Director of Public Works, Hongkong, by the Chinese staff on the occasion of his retirement from the Government service, in 1933."

The presentation was made on behalf of the Chinese staff by Mr. Cheng, Cheuk Hin, who wished Mr. Perkins many years of health in which to enjoy his retirement, and remarked on the happy relationship that had always existed between him and his Chinese staff.

Mr. Perkins made a suitable reply, thanking them for their kindly thought, and remarking on the excellent way in which the staff had always served him. He added that with the exception of one occasion at Queen's College many years ago, this was the first presentation that had ever been made to him in Hongkong.

ANOTHER SENSATIONAL PIRACY CHINA MERCHANTS' STEAMER ATTACKED AND LOOTED. EUROPEAN CHIEF OFFICER WOUNDED AND SENT TO HOSPITAL. PIRATES GET AWAY WITH \$80,000.

Another sensational piracy of a well-known Hongkong ship was enacted on Saturday, near Swatow, when the s.s. *Tai Shan* (1,902 tons gross) belonging to the China Merchants' Steam Navigation Co., 15 and 16, Connaught Road West, was looted. From the pirates' point of view, the affair was a success for they got away with booty estimated at \$80,000. In the course of the attack the Chief Officer (Mr. J. M. A. Crawford) was wounded, and after the arrival of the vessel in Hongkong yesterday afternoon he was admitted to Hospital. His condition is not considered serious. Three Chinese deck hands were also wounded, though not seriously. There were two European passengers on board the vessel, a Mrs. E. Pang, said to be a Russian, and an Australian named Mr. J. A. Tyree. The former was a passenger from Canton to Shanghai and the latter boarded the vessel in Hongkong on Friday. The vessel also carried 107 Chinese steerage passengers, 42 of whom were taken on board at Canton and 65 in Hongkong. The *Tai Shan* was on a voyage from Canton to Shanghai, and after calling here left this port on Friday evening for the Northern port.

The first news of the sensational occurrence reached Hongkong late yesterday afternoon, for though the vessel had arrived and anchored in Kowloon Bay at 3.12 p.m., she did not fly the police flag when passing Waglan Island, neither did she do so when she took up her anchorage in Kowloon Bay. On arrival some of the officers went ashore and reported the affair to the Company's office and from there the news was sent through to the police. It was thus some three hours after her arrival before the police went able to go on board to collect details of the affair.

THE SEIZING OF THE SHIP.
After leaving Hongkong all went well until the vessel reached Breaker Point, some fifty miles below Swatow. At 9.55 o'clock on Saturday morning, the Captain (Mr. W. P. Jensen) was in the dining saloon talking to the two European passengers when eight men, armed with automatics, revolvers and choppers rushed into the saloon and called upon the Captain to surrender. At the same time a number of shots were fired into the air which was a signal for the pirates who were stationed in various parts of the ship to take concerted action. The Captain was completely surprised and was given no chance to offer any resistance. Hearing the uproar, the Chief Officer who was off duty and had been sleeping in his cabin, rushed out on to the deck in his pyjamas, where he was met by two men, one armed with a chopper and the other with a revolver. The man with the chopper rushed at him and aimed a savage blow at his head. Mr. Crawford ducked and received the full force of the blow on his left fore-arm, on which was inflicted a deep and jagged wound to the bone. He was then forced into his cabin at the point of the revolver and locked there. A few minutes later he was joined by the Captain and the two European passengers, who had been ordered up from the saloon, also at the point of the revolver. The Chief Engineer (Mr. Hodge) was held up in the Engine Room; whilst the second and third engineers, who were off duty, were held up in their cabins. These three were for the time being locked in a small engine store-room. The second officer (Mr. L. J. Merry) was on watch at the time and in was on the bridge together with the quarter-master. Two men—one armed with a hatchet and the other with an automatic—held them up. The Chinese quarter-master immediately bolted from the wheel. The second officer attempted to take over but he was ordered off the bridge, with the muzzle of the automatic placed close to his stomach. He was driven into a box-like arrangement, known as the boat's locker, in the fore part of the ship, but before being shut up he was carefully searched for arms, a procedure that was also adopted with the other officers. Downstairs in the stern and in the fore part of the ship, pirates appeared everywhere. There were several in the first class Chinese saloon. There were many amongst the steerage passengers whilst a number of them suddenly appeared amongst the crew. The one-hundred odd Chinese passengers were herded together and placed in the No. 1 hold under a heavy guard. The Chinese firemen and deck hands were ordered to proceed with their ordinary duties and those were the only persons on the ship who were allowed any freedom at all. A couple of boxers and an A.B. who showed signs of resisting were attacked. The two former were rendered unconscious with blows on the head, presumably from the butt-ends of revolvers. The A.B. had his arm cut open with a chopper, though his wound was not as serious as that received by the Chief Officer. Thus in a short space of time the vessel was completely at the mercy of the pirates and no one would have thought at the mercy of the sea.

A WELL-THOUGHT OUT PLOT.
But the pirates did not do things by halves. They were able to supply their own navigators and also a staff of engineers. They handled the ship in a masterly way which showed some of them were not amateurs at navigation. They had already made up their minds as to their course, and the vessel was headed for Lamock Island, a small island well out from Swatow. Various speeds were kept up during the day but on the whole the vessel was run in an orderly manner. Some time after the seizure of the ship the officers and passengers were collected together and marched to the Captain's room, where they were locked up for the remainder of the time that the pirates were on board. Once the ship was under control the pirates showed some consideration for their prisoners and refreshments were provided for the Europeans. A request of the Chief Officer to be supplied with a suit of clothes from his cabin was complied with, and the lady, whose wedding ring was taken from her during the course of the nefarious operations, had it returned to her as a special favour.

STEAMING THROUGH THE NIGHT WITH NO LIGHTS.
After many hours steaming Lamock Island was sighted and then the pirates turned the vessel and set a course for the south. By this time darkness had set in and the vessel steamed through the night without lights. Breaker Point was reached at 9.40 p.m. The Second Officer (Mr. Merry) was called to the bridge and from what he could gather the pirates were doubtful as to the course they should set so as to reach their destination before daylight. The No. 1 Pirate, a villainous looking man, who for the most part of the time masked his face with a handkerchief, ordered Mr. Merry to set a course for Tungao Roads—some twenty or thirty miles below Breaker Point. A minute later they changed their minds and altered the course to a small creek another twenty miles below the Tungao Roads. To ensure that their instructions were being carried out the pirates brought the Captain of the vessel on to the bridge and he was questioned. Just before daybreak the small creek was reached and the pirates began to make preparations to get away from the ship before daylight.

THE LOOT.
During the cruise of the pirates the ship was looted. The Captain's room was rifled, drawers were broken open and from one six revolvers were taken, while a locked wardrobe was forced and six rifles and a quantity of ammunition obtained. The Europeans were searched and their money and valuables were confiscated. The Chinese passengers were taken from the hold one by one and put through a thorough search, and the Chinese crew also went through a similar experience. The Europeans' department, which was expected by the gang to provide the most loot, proved a disappointment, for instead of finding thirty boxes of silver, as they expected, only three were found. The second and third compartments' assistants were bound and gagged and threatened with torture if they did not reveal where the boxes were hidden, but as there were no other boxes on board, the pirates had no recourse to be satisfied. The compartment himself proved to be too elusive for the pirates and though they searched high and low for him he was not discovered. The vessel carried a general cargo, including bales of silk and baskets of merchandise, but for the most part this was not touched.

The loot was collected together, sorted out, and rolled up in blankets taken from the ship. These were labelled and numbered in a most systematic manner.

THE UNWELCOME VISITORS DEPART.
Nearing their destination the vessel passed by many junks and it was obvious from the actions of the pirates that they tried to capture several of these to take away the loot. The junk people on the whole proved to be too wily for the desperadoes, and they gave the vessel a wide berth. Exasperated, the pirates commenced to fire on every passing junk, but to their surprise many of the junks returned the fire and in one case a junk returned the fire and in one case a junk cannon at the vessel. Fortunately the shot went wide. In the creek a junk was caught unaware and the crew were covered with rifles and ordered to come alongside. The loot was hastily lowered into the junk and a number of the pirates were sent to convey it to shore.

THE CAPTAIN TAKEN AS HOSTAGE.
The pirate leaders did not take their departure with the junk but ordered the ship's crew to lower one of the life boats and to man it. The Captain was placed on board as hostage and before departing the pirates threatened that if the vessel attempted to leave before a given time the Captain would be executed (*sal. tau*). They also ordered the firemen to blow off all steam in the boilers. This was done, and in addition they saw that the fires were drawn. To further delay the departure of the vessel they also loosened a number of bolts and nuts of the engines, but owing to the fast approaching daylight they did not have time to do further damage. About half an hour after the departure of the lifeboat the Captain and his crew returned to the ship and after steam had been raised the *Tai Shan* made with all speed for Hongkong.

NO GUARDS ON THE SHIP.
The *Tai Shan* flies the Chinese flag and carries no guards as she does not come under the Regulations set up by the Hongkong Piracy Ordinance. It is thought by many that had there been guards the vessel would not have been pirated. The ship carries a crew of Shanghai men and they are all believed to be true to the ship. According to one of the officers they are all relatives of the compartment's, so that it is not considered likely that they were concerned in the piracy.

(Continued at foot of next column.)

SPORT LEAGUE BOWLS.

Following are the results in Saturday's League matches:—

CRAIGENGOWER v. K.C.C.	
Played at Craigengower, the K.C.C. winning by 38 points to 49. Scores:—	
CRAIGENGOWER	K.C.C.
Greenwell	R. Abraham
Dennis	C. J. Tachi
L. Rose	H. Overy
R. Bawa (skip)	A. G. Pile (skip)
G. Green	R. E. Nicholls
Souza	J. Cornley
MacFarlane	H. Stevens
B. W. Bradbury	J. Gibson
(skip)	(skip)
Rosset	H. Davis
Sellwood	A. W. E. Davidson
Martin	J. Hyde
Grenier (skip)	J. J. McMurtrie (skip)

K.B.C.C. v. TAIKOO NO. 1.
Played at Kowloon Bowling Green Club, the home team winning by 70 points to 56. Scores:—

K.B.C.C.		TAIKOO NO. 1.	
P. Farrell	Foulds	J. Sloan	
MacFarlane	Whyte	T. Young	
Whibley	W. Wotherspoon		
G. R. Edwards (skip)		(skip)	
J. Barr	Barker		
J. B. Hamilton	Whyte		
D. Harvey	Grimes		
W. Russell (skip)	J. Russell (skip)		
Gay	Grimshaw		
Muir	Mackintosh		
Hall	Muirhead		
Crawford (skip)	Hamilton (skip)		

TAIKOO NO. 2 v. C.S.C.C.
Played at Taikoo, No. 2 winning by 63 points to 59. Scores:—

TAIKOO NO. 2.		C.S.C.C.	
McLeod	Hall	Cowan	
Holland	Cowan	P. Lumble	
D. Morrison	Hill (skip)		
Drummond (kip)			
Dinner	Knot		
S. Amery	Alderman		
J. Sloan	S. Allan		
Wallace (skip)	A. B. Allan (skip)		
Laing	Oswick		
O'Brien	Macsey		
H. Morrison	Patherjohns		
MacLachlan (skip)	Stanley (skip)		

KOWLOON DOCK v. POLICE.
Played at Kowloon Dock, the Dock team winning by 60 points to 52. Scores:—

KOWLOON DOCK.		POLICE.	
Goodman	W. Knight	A. Nicoll	
McKelvie	W. Muir		
Hedley	W. G. Gerrard (skip)		
R. Lapsley (skip)			
Brown	Glendinning		
Alan	Ogg		
Gourlay	Grimmett		
Grey (skip)	Grant (skip)		
Atkinson	Reid		
Keith	Clark		
Punchon	Robertson		
Johnston (skip)	J. Clark (skip)		

TENNIS LEAGUE.
"A" DIVISION.
I.R.C. v. U.S.R.C.

Playing at home on Saturday in the "A" Division of the Hongkong Tennis League, the Indian Recreation Club secured their third consecutive victory by beating the United States Recreation Club by 53 games to 41. Scores:—
O. and H. D. Rumjahn (I.R.C.) beat Commodore Grace and Worthington, 7-4; beat Evelyn and Harrison, 6-3; beat Roberts and Forsyth, 8-3.
S. D. and S. H. Ismail (I.R.C.) beat Commodore Grace and Worthington, 7-4; beat Evelyn and Harrison, 6-3; beat Roberts and Forsyth, 8-3.
S. A. Rumjahn and I. Hassan (I.R.C.) lost to Commodore Grace and Worthington, 4-7; beat Evelyn and Harrison, 6-3; lost to Roberts and Forsyth, 4-7.

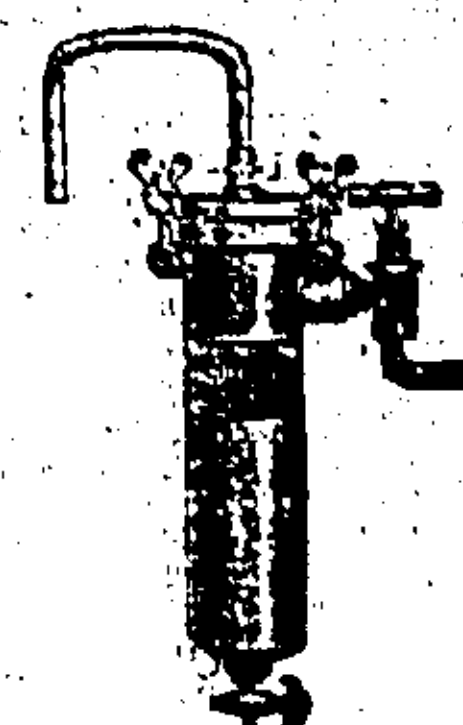
"B" DIVISION.
I.R.C. v. C.R.C.

Playing also at home on Saturday in the "B" Division of the Hongkong Tennis League, the Indian Recreation Club scored an easy victory over the Chinese Recreation Club, beating them by 60 games to 29. This team has now two wins and one defeat to its credit. Scores:—
D. Rumjahn and O. Ismail (I.R.C.) beat Yew and Lau, 6-5; beat Hung and Lee, 7-4; beat Cheung and Wei, 9-2.
S. A. Rumjahn and A. L. Rumjahn (I.R.C.) lost to Yew and Lau, 5-6; beat Hung and Lee, 6-3; beat Cheung and Wei, 8-3.
A. H. Rumjahn and S. A. Ismail (I.R.C.) lost to Yew and Lau, 4-7; lost to Hung and Lee, 5-6; beat Cheung and Wei, 8-3.

DESCRIPTION OF THE PIRATES.
Estimates vary as to the number of the pirates. By some the number is given at 50 and by others 80. They are believed to be mostly all Swatow men, though some are said to hail from Waichow. Several of them spoke pidgin English. Some are said to have come on board at Canton and the remainder at Hongkong. As the ship does not come under the Piracy Regulations she is not subjected to a search by the Hongkong police. The pirate chief is described as a fairly young man with a heavy scar mark on the left side of his face, running from the left eyebrow to the cheekbone.
Late last night we were informed that the Chief Officer had been detained in hospital owing to the wound in his left arm showing symptoms of poisoning.

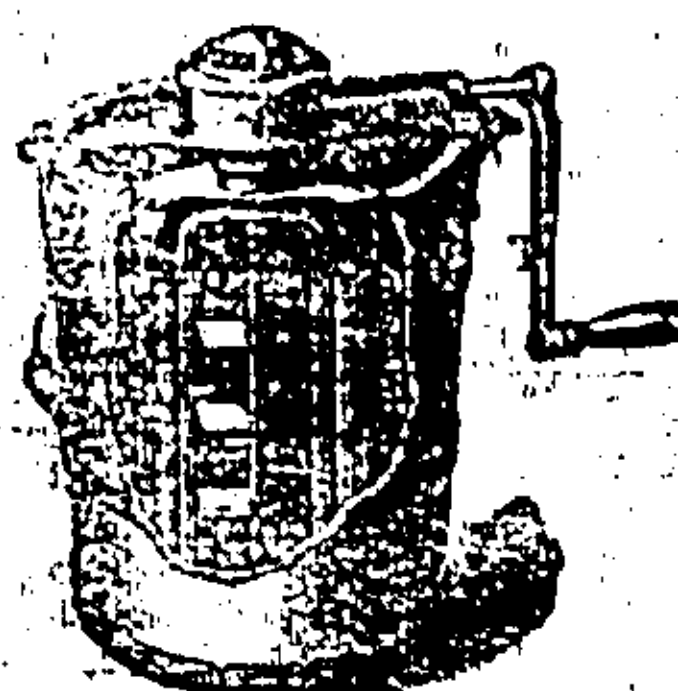
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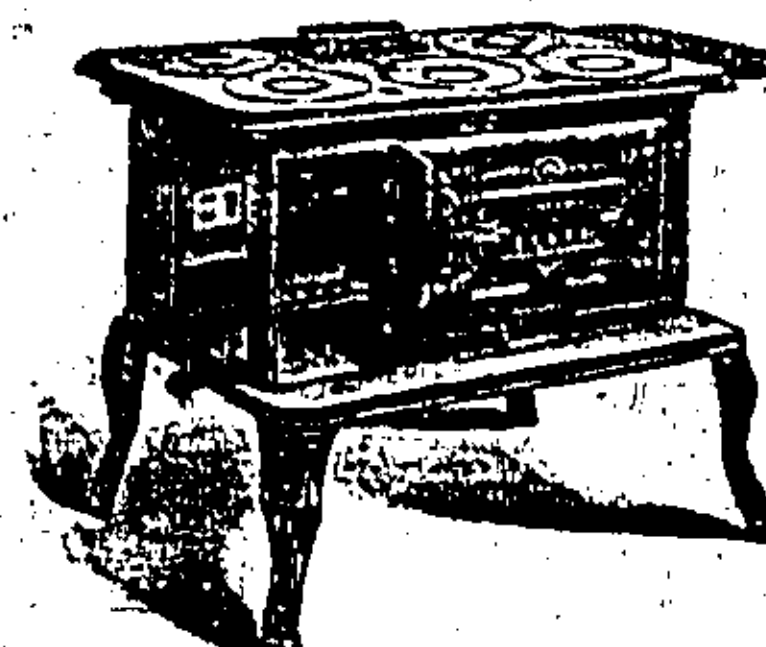
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Fixes on the Water System,
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recognized as one of the Best
Freezers obtainable.



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Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

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PRACTICAL
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NEW ADVERTISEMENTS

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911

IN THE MATTER OF THE HING WAH PASTE MANUFACTURING CO., LIMITED
(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN pursuant to Section 181, of the Companies Ordinance 1911 that a MEETING of the CREDITORS of the above-named Company will be held at 47, CONNAUGHT ROAD CENTRAL, Victoria, in the Colony of Hongkong, on the THIRTY-FIRST DAY of MAY, 1933, at 1.30 o'clock in the AFTERNOON for the purposes in that Section specified.

Dated this 12th day of May, 1933.
CHERUNG TSOI,
Liquidator.

THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Voeux Road. Telephone No. C. 4306.

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HONGKONG REALTIES.
PEAK TRAMWAYS.
SINGAPORE COMPANIES.
YANUTSE INSURANCES.

SELLERS of COLONIAL DISPENSARIES.
HUMPHREYS' ESTATES.

NOTICE

M. R. ARCHIBALD ORR LANG has been Admitted as a Partner of our Firm at Hongkong and Shanghai as from 1st APRIL, 1933.
MACKINNON, MACKENZIE & CO.
Hongkong, 8th May, 1933.

NOTICE

M. R. ARCHIBALD ORR LANG will continue to be Managing Director of this Company as heretofore.
GIBB, LIVINGSTON & CO., LTD.
Hongkong, 8th May, 1933.

ROYAL HONGKONG YACHT CLUB.

MEMBERS are reminded that the BATHING SEASON commences on MAY 1st and continues to OCTOBER 31st. Members may introduce Bathing Members at the following Fees for the Season—
Single Tickets \$15
Family Tickets 20
(which include Children)
Through Transfers run from the Post Office approximately every 3 minutes from 4 p.m.
By Order,
D. L. RALPH,
Hon. Secretary.

Hongkong, 23rd April, 1933.

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA is fixed for SATURDAY, JUNE 2nd, 1933. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.
Entries Close Saturday, 19th May, 1933.

THE HONGKONG HIDE & LEATHER CO., LTD.

67/69 Des Voeux Road Central,
REGISTERED OFFICE.

REMINDER

THE Undersigned beg to remind the Members of the Company that the ADJOURNED MEETING of 30th April will be held at the REGISTERED OFFICE on MONDAY, 14th MAY, 1933, at 12.15 P.M., when the Extraordinary Resolutions of which they have already been advised will be proposed. It is essential in their interests to attend or be represented by Proxy.
Proxy Forms are to be had on application at this Office.
By Order of the Board,
E. PEPPIERELL,
Acting Secretary.

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PARTICULARS of VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.
To be sold by Order of the Mortgagee.

PUBLIC AUCTION, IN ONE LOT

On MONDAY, The 14th Day of May, 1933, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS, At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong, and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging land. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1918, created by the Crown Lease thereof together with the valuable machinery now situate on or upon the said premises as at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers.

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 24th MAY, 1933, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1932, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 23rd May, both days inclusive.

By Order of the Board,
PAUL LAUDER,
Acting General Manager.

Hongkong, 4th May, 1933.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 24th MAY, 1933, at 12.15 P.M. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1932, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 23rd May, both days inclusive.

By Order of the Board,
PAUL LAUDER,
Acting General Manager.

Hongkong, 4th May, 1933.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 24th MAY, 1933, at 12.30 P.M. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1932, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 23rd May, both days inclusive.

By Order of the Board,
PAUL LAUDER,
Acting General Manager.

Hongkong, 4th May, 1933.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF CALL.

Issue of 95,000 SHARES of the NOMINAL VALUE of \$10 EACH (\$2.50 PAID UP).

NOTICE IS HEREBY GIVEN that the Second Call of \$2.50 per Share on Each of the 95,000 Shares allotted on the 8th day of November, 1932, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG & SHANGHAI BANKING CORPORATION, at Hongkong, on the 15th day of MAY, 1933.

For and on Behalf of the
HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.,
P. J. EASTERBROOK,
Acting Secretary.

Dated the 24th day of April, 1933.

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NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"ELPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th May, or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th May, 1933.

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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

THE M/S

"MALAYA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th of May, 1933, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 18th May, 1933, at 10 a.m.

All Claims must reach us before the 21st May, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

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INTIMATIONS

P. & O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1920)

with which is affiliated

THE ALHABAD BANK, LTD., INDIA.

AUTHORIZED CAPITAL £5,000,000
SUBSCRIBED AND PAID UP £3,594,150
RESERVE FUND £90,000

HEAD OFFICE

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

C. CHAMPKIN,
Manager.

22, Des Voeux Road Central, Hongkong.

THE INDUSTRIAL AND COMMERCE BANK, LTD.

HEAD OFFICE:

York Building, Charter Road Hongkong

BRANCHES:

Shanghai—51, Kiangsoo Road.

Hankow—British Consession.

CORRESPONDENTS IN:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits.

Inquiries are welcome.

T. H. MAI,
Manager.

1869

RUSSO-ASIATIC BANK.

CAPITAL (FULLY-PAID) 55,000,000

RESERVE FUND 24,960,000

CAPITAL CONTRIBUTED BY THE RUSS. GOVT. 3,500,000

CHINESE GOVERNMENT 3,500,000

RESERVE FUND 1,750,000

HEAD OFFICE:

Paris 9, Rue Boudreau.

10000 OFFICE:

64, Old Broad Street, E.C. 2.

BRANCHES:

LONDON: Messrs. Glyn, Mills, Currie & Co.

Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

Banque de Paris et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun Hankow Manchouli Tientsin

Chefoo Harbin Newchwang Urumtschi

Tsienai Hongkong Peking Yokohama

Hailar Kasagar Shanghai

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS,
Manager.

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THE AMERICAN EXPRESS CO., INCORPORATED.

HEAD OFFICE:

NEW YORK CITY.

INTERNATIONAL

BANKING-SHIPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT.

DEPOSIT AND CURRENT ACCOUNTS.

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LETTERS OF CREDIT.

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LETTERS OF CREDIT.

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PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and Travel Transaction.

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

169

TO LET.

SEVEN-ROOMED DETACHED HOUSE

with Tennis Lawn and Garage for Two Cars.

Apply to—
PERCY SMITH, SETH & FLEMING.

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INTIMATION

WATSON'S

E

WHISKY

Gives

Perfect Satisfaction

because it is a Skilful

Blend of the Best

Highland Scotch

WHISKIES,

of Great Age, matured

in well seasoned

Sherry Casks.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants

ESTABLISHED 81 YEARS.

BIRTHS.

BARTLEY.—At Shanghai, on May 5th, to Mr. and Mrs. F. P. BARTLEY, a daughter.

CLEMENTS.—At Shanghai, on May 8th, to Mr. and Mrs. H. C. CLEMENTS, a son.

ENGLAND.—At Shanghai, on May 7th, to Mr. and Mrs. E. ENGLAND, a son.

MARRIAGE.

PRYCE-KNOWLES.—At Singapore, on May 1st, ELIZABETH PRYCE, of Shanghai, to HERBERT HARTLEY KNOWLES, of Semarang, Java.

DEATHS.

BROOD.—At Shanghai, on May 7th, ALFRED JULIAN, second son of Mr. and Mrs. E. BROOD (Chinese Customs Service, Swatow), aged 6 years.

GILLER.—At London, on May 5th, Mr. HARRY LOYD GILLER, formerly of Shanghai. (By cable).

McDERMOTT.—At Shanghai, on May 8th, suddenly, TERENCE McDERMOTT, aged 42 years.

UNA.—At Shanghai, on May 7th, very suddenly from heart failure, CHARLES WILLIAM UNA, late of Messrs. J. P. Bisset & Co. and of Turville Court, Henley-on-Thames, England.

Hongkong Office: 10A, Des Voeux Rd., C. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 14TH, 1933.

AIRCRAFT OR NAVAL DOCKS?

It is difficult for the stay-at-home folk in England, "who only England know," to think of Singapore as "the centre of the Empire," or to be easily persuaded that if money is to be spent on the strengthening of our defences it should be spent anywhere else than upon the defences of the British Isles. We are not surprised to read that the proposal to spend ten or eleven million pounds sterling on the creation of a Naval base at Singapore should be regarded in some quarters, at home as "insanity," while no adequate provision is made for the protection of the British Isles from invasion by air-craft. The development of air-fleets on the continent of Europe has been causing a good deal of apprehension in England lately. French activity in this direction appears to have excited particular concern, for even a man of Lord BIRKENHEAD's eminence in public

affairs has been moved to publicly suggest that at some time or other France's great air fleet may be utilised for an attack upon the British Isles. It appears that the air fleet of England consists of but 371 first line aeroplanes while France has 1,260. France improves her air fleet according to what she considers the needs, while the growth of ours has been restricted by financial limitations. After the termination of the war hundreds of new British machines were delivered, only to be broken up, together with large numbers of the machines then in use. This destruction entailed a loss to the country of millions of pounds, and it has left the aerial arm of our defences extremely weak compared with the growing air fleets of the Continent. The Bolsheviks have been scurrying Europe with reports of the "giant air fleet" which TROTSKY is creating for the conquest of Europe. But it is with the remarkable growth of the air fleet in France that the advocates of a larger force for England have been chiefly concerned. While Lord BIRKENHEAD's grave reflection on French honour does not seem to have been seriously regarded in France, it has nevertheless been responsible for the interesting suggestion in the French Press that there should be between England and France a system of mutual guarantees by which it should be understood that Great Britain, with her immensely stronger Navy, should give France a guarantee of her sea communications, enabling France in return to promise us in an emergency the support of her stronger air force. Englishmen are bidden to remember that for France the enemy is still beyond the Rhine, and that she is not looking for foes in other parts of the world. "France and Belgium," says one paper, "have the same air enemy as England, namely Germany, and in the future pact of security which is so much discussed to-day the strongest air Power in the world (France) can offer the support of a force of the utmost importance even to the Mistress of the Seas. The discussions in the British Parliament have shown that thanks to the air power of France, the Anglo-French guarantee pact cannot be unilateral." But we have not so far observed any response in England to these overtures, and notwithstanding that "the bed rock of British policy remains the maintenance of the Anglo-French alliance," as the spokesman for the Foreign Office declared the other day, it may be doubted whether the British people would be content to rely on a technical agreement of this sort if it involved any avowal on the part of the Government to cease all effort to put Great Britain as far as possible in a position of impregnability by air as well as by sea. A larger British air fleet is not all alternative to a Naval base at Singapore, but there is no doubt that a larger section of the public at home will support the demand that in the strengthening of our defences the provision of a larger air fleet should have a prior claim on the Exchequer.

A public garage having nine compartments is to be provided on Stubbs Road. Second-Lieut. Sydney Ernest Grimston has resigned his commission in the Volunteers. There were two Chinese cases of small-pox in the Colony on Friday. Both were in Victoria. Mr. Alberto Gashal de Alba is now officially recognised as Consul for Panama in Hongkong. Tenders are being called for the completion of 7,100 ft of the road from Wong Nei Cheung Gap to Repulse Bay. Mr. J. A. Fraser is to act as Head of the Sanitary Department during the absence on leave of Mr. G. R. Sayer, who has gone to Shanghai with the interport cricket team. News has just reached the Far East that Dame Adelaide Anderson, M.A., formerly H.M. Principal Lady Inspector of Factories, will be in China this year on her trip round the world. The total output of the Kailan Mining Administration's mines for the week ending April 28th, amounted to 94,417 tons and the sales during the period to 50,711 tons. News is still awaited in Hongkong concerning the prospects of the release of Mr. Rawson, of the British-American Tobacco Company, who has been a captive in the hands of bandits in the Hoihow district for some time now. The bandits are demanding \$30,000 ransom money.

The story put into circulation that Mr. A. McKirdy of Hongkong had won the second prize in the Shanghai Champion Sweep is, we understand, a "goak."

"Ten cents for five eggs. Nice hen eggs for sale." After seeing a woman hand over five eggs to somebody in Circular Pathway a Chinese detective followed her up Upper Lascar Row and then down Lower Lascar Row and there heard her make the above call. She indignantly denied to Mr. Lindell on Saturday morning that she was hawking without a license, stating that she was on her way home to West Point. "What were you doing wandering about there when you gave an address at West Point? You are talking nonsense. Four dollars fine. That is not the way to go home," said Mr. Lindell. Seeing that her defence had failed the woman hopefully asked (much to the amusement of the Court) "Will your Worship grant me a license then?" "No, go away."

COMPANY REPORT.

WILLIAM POWELL, LIMITED.

The report for presentation to shareholders at the twenty-second ordinary general meeting states—

Annexed the Directors have pleasure to place before shareholders a statement of accounts made up to 28th February, 1933. The balance at credit of profit and loss account after allowing for—

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)THE LAUSANNE TRAGEDY.
MURDER WAS A "SPONTANEOUS ACT."

LAUSANNE, May 12th.
Vorovsky's murder, which Comradists insist was a spontaneous act with which nobody else was implicated, seems to have forestalled a plan by the Swiss National League to quietly kidnap Vorovsky and expel him.

RUSSIAN ALLEGATIONS REGARDING LOCAL POLICE.

While Dibrowski's condition is not improving, Ahrens has sufficiently recovered to undertake a campaign from his bed against the local police, whom he accuses of not affording sufficient protection. The police have replied that although the Soviet delegation did not enjoy an official status they offered special protection, which Vorovsky refused. Ahrens has returned a denial to this statement and has asserted that if the police were not aware of the threats made against members of the Soviet delegation since Sunday, their intelligence and service was pitiable.

VOROVSKI'S REMAINS TO GO TO RUSSIA.

Attended by Swiss Communists and two members of the Turkish delegation, but no members of the local authorities, Vorovsky's coffin, covered with a red flag, was conveyed to the cemetery pending its removal to Russia.

M. Bagowski, a representative of the Russian Red Cross Society at Bern, has arrived and will take charge of the Soviet delegation. It is not anticipated that the conference proceedings will be affected by the incident.

EXPRESSION OF CONDOLENCE BY ITALY.

The Italian Government, through its Consul, has expressed condolence with the victims in view of the fact that Vorovsky was the Soviet Minister to Rome.

ISMET'S EXPRESSION OF "SINCERE REGRET."

LAUSANNE, May 12th.
Vorovsky's assassination passed unnoticed at today's meeting of the Conference. Turkish circles are surprised at this, and Ismet Pasha has issued a statement expressing sincere regret at the death of a "representative of a great and friendly Power, with whom we had excellent relations during the Conference, and whose high qualities we have not ceased to appreciate."

KING AND QUEEN IN ITALY.
THE FUTURE ASSOCIATION OF THE TWO NATIONS.

LONDON, May 11th.
The visit of their Majesties King George and Queen Mary to Rome, which ends to-night when they depart on a tour of the British cemetery in Italy on route for England, has been the subject of much attention by the Press, both of Great Britain and France, as indicating the possibility of closer Anglo-Italian co-operation.

The last official function at Rome was a reception at the Capitol, where, in replying to an address by the Royal Commissioner for Rome, King George, after referring to the traditional British sympathy and admiration for Italy, said that only by the closest co-operation of the leading nations of the world can the clouds on the international horizon be dispelled. His Majesty said that he felt assured of such co-operation between the Italian and British peoples, and looked forward with confidence to the future association of the two peoples in the cause of peace and progress, and the continued triumph of those high intellectual and spiritual ideals which they jointly represent.

THEIR MAJESTIES TOUCHED BY THE WELCOME ACCORDED THEM.

Rome, May 12th.
At the conclusion of the Royal visit, Reuter's representative was informed that King George and Queen Mary were leaving Rome with the happiest impression. It was one of the most memorable, most cordial and most interesting journeys they had ever undertaken. Their Majesties were not merely touched by the enthusiasm of all classes in the capital, but were particularly struck by the friendly greetings of the villagers during their private excursions into the country.

Both the King and Queen are in the best of health, despite the heavy State programme and the arduous eight-day journey. Regarded from an international viewpoint, this visit should considerably strengthen the already close Anglo-Italian relations.

THE "OKARA" ALLEGATIONS
DENIAL BY THE CALCUTTA AGENTS.

CALCUTTA, May 12th.
M. Bell, a partner in the firm of Mackinnon, Mackenzie & Co., agents for the British India Line, in the course of an interview denied the allegations made by Mr. T. Johnston, M.P., regarding the unsavouriness of the Okara. M. Bell declared that the Okara was drydocked for 14 days at Kidderpore in 1920, and thoroughly repaired, after which the Government surveyor granted a certificate of seaworthiness for 4 years.

The Okara had been docked on three occasions since 1920 for overhauling, the most recent being on April 20th last.

NO TRACE OF MISSING VESSEL.

The Okara has arrived and reports no trace of the missing vessel.

LATEST CABLES.

WORLD OF SPORT.
RESULT OF THE AMATEUR GOLF CHAMPIONSHIP.

WETHERED WINS FROM HARRIS.

LONDON, May 12th.
In Quimets defeat by Wethered the latter was two up at the turn. The 10th and 11th were halved. Wethered won the 12th and 13th. Quimets won the 14th and 15th while the 16th and 17th were halved. At Deal in the golf championship, in the final thirty-six holes, Wethered was four up on Harris at the end of the first round.

In the final Roger Wethered, Worpleston, beat Robert Harris, Royal and Ancient by 7 and 6.

EARLIER CABLES.

LONDON, May 11th.
In the amateur golf championship at Deal, in the sixth round, Wethered beat Drew by one hole. Grant beat Humphries by 3 and 2. Harris beat Mackenzie by one hole. Tolley collapsed unusually, and was one down at the turn. He lost the next four, Quimets becoming dromy four, and holding uphill with a five yard put for the match.

In the semi-finals Harris was magnificent, and at the turn was four up. The next four holes were halved, and he took the fourteenth in three.

Thousands watched Wethered, who at the turn was two up, and won two of the next four holes. Quimets fought hard, and took the fifth and sixteenth, Wethered holding with a one yard put at the seventeenth. There was intense excitement.

The eventual results of the semi-finals were:

The Scotsman, Robert Harris, of the Royal and Ancient, beat the Anglo-American, Douglas Grant, of Royal St. George's, by 5 up and 4 to play.

Quimets defeated Roger Wethered by 2 up and one to play.

Harris and Quimets now meet in the final.

COUNTY CRICKET RESULTS.

LONDON, May 11th.

Middlesex beat Somerset on the first innings. For Middlesex, Lee in their first innings compiled 109.

Lancashire beat Cambridge on the first innings. The Camels player, Lowry, in their second innings knocked out 181.

Gloucester beat Surrey on the first innings. The Gloucester player Hammond in their first innings scored 110. Fender in the second innings compiled 124 not out.

Sussex beat Essex by 230 runs. For Essex, Douglas performed the hat trick in Sussex's first innings.

Oxford defeated Hampshire by four wickets.

LADIES' GOLF CHAMPIONSHIP.

At Burnham, Somerset, in the ladies' golf championship final, Miss Doris Chambers, of Wirral Club, beat Mrs. Macbeth, of Epsom, by one up. The latter defeated the holder, Miss Joyce Wethered, in the semi-final, by 3 up and one to play.

LATEST CABLES.

THE JUBILEE STAKES.

LONDON, May 12th.

The Kempton Park Jubilee stakes resulted in a dead heat between Simon Fute and Diligence, with Conover a neck behind, third. Eleven horses ran. The betting was—Simon Fute 100 to 50, Diligence 7 to 1, Conover 9 to 2.

WORLD'S TENNIS CHAMPIONSHIP.

At Prince's Club, in the World's Tennis Championship, Covey (England) the holder, beat Kinsella (America) by 7 sets to 3.

PROFESSIONAL BILLIARDS CHAMPION DEFEATED.

LONDON, May 12th.

Playing at Holborn Hall, in the final of the Professional Billiards Championship, the final scores read:—Smith 16,000, Newman (holder) 15,180.

EARLIER CABLES.

IRISH CLAIMS TO AMERICAN SECURITIES.

NEW YORK, May 11th.

The Supreme Court has ordered the realization of two million dollars worth of securities consigned to the Irish Free State and the Valera faction last August, and their conversion into United States Government securities, pending a decision as to their ownership.

AMERICA AND THE WORLD COURT.

NEW YORK, May 11th.

The United States Chamber of Commerce has passed a resolution endorsing the proposal of America to join the permanent Court of International Justice.

FALL IN PRICE OF RUBBER.

COLOMBO, May 11th.

The price at today's rubber sale was 83 cents per pound compared with 93 cents last week.

THE UNITED STATES.

CHAMBER OF COMMERCE VIEWS ON CURRENT PROBLEMS.

NEW YORK, May 11th.

The United States Chamber of Commerce passed a resolution advocating an increase in the immigration quotas by two per cent, also a resolution recommending the convocation of a universal economic conference to adjust peace and economic problems, and opposing Government ownership of merchant ships.

CHEAPER SUGAR.

LONDON, May 11th.

The prospect of sugar production exceeding the consumption early next year, and a fall in prices, was held out by Mr. Baldwin, (Chancellor of the Exchequer), in addressing women Unionists. The beet sowings in Europe were already approaching forty per cent over last year in consequence of the higher ruling prices.

LATEST CABLES.

H.M.S. "HAREBELL" LEAVES FOR MURMANSK COAST.
CONTENTS OF THE RUSSIAN NOTE.

LONDON, May 12th.

The Russian Note, mentioned in Saturday's Cable message, suggests a conference of the Powers concerned in order to discuss the whole question of territorial waters, with a view to reaching an international agreement. The Note expresses willingness to enter into a general discussion of all questions at issue between the Soviet Republics and Great Britain, and hopes that the British Government will meet the Soviet Government in its peaceful desire to solve the dispute.

SOVIET MINISTER COMING TO LONDON.

LONDON, May 12th.

Advices from Moscow state that the Soviet Government has decided to send M. Krassin to England forthwith. He is travelling by aeroplane.

EARLIER CABLES.

LONDON, May 11th.

H.M.S. Harebell has left Hull for Murmansk, commanded by the Antarctic explorer, Captain E. H. G. Evans, C.B., D.S.O.

[The Harebell has been despatched to Russian waters to protect British travellers. Several vessels have been seized outside the 3-mile limit but inside a 12-mile limit. Capt. Evans was until a short time ago on the China station in command of H.M.S. Carlisle, has been recently command Captain of the Patrol, Mine-sweeping and Fishery Protection Flotilla.]

LATEST CABLES.

IRISH DEPORTEES.

"BRITISH GOVERNMENT CAN GET THEM BACK."

LONDON, May 12th.

The Free State minister, M. O'Higgins, interviewed in Dublin, said that if the British Government wanted Art O'Brien or any other deportees back they could get them without any difficulty.

ANOTHER WAGES INCREASE IN AMERICA.

WASHINGTON, May 12th.

The wages of seamen employed by the United States Shipping Board have been increased 15 to 20 per cent.

EIFFEL TOWER DAMAGED.

LIGHTNING INTERRUPTS WIRELESS SERVICE.

PARIS, May 12th.

The Eiffel Tower has been struck by lightning and the wireless installation damaged. The service was interrupted for twenty-four hours.

TIMBER YARD IN FLAMES.

WEEK-END FIRES.

The flames from two burning matchsheds, each stocked with soap and bamboo poles at a spot close to the Bay View Police Station, shot up in the air to tremendous heights on Saturday afternoon, and could be seen burning brightly for miles around. The origin of the fire is unknown, but shortly before two o'clock in the afternoon information was received at the Bay View Police Station to the effect that fire had broken out in Gordon Road. The police immediately telephoned the fire station, and in a very short space of time two engines were on the scene from the Central Station, and two from the Wanchoi Station. Water was pumped in from the sea, and an hour and a half's hard work saw the blaze completely under control. Fortunately the sheds were in a fairly isolated position, so that the danger of surrounding property catching fire was remote. The area covered by the sheds was about 100 feet, and the original cause of the surrounding ground was as a timber yard. The damage done was not very heavy, though the exact extent is unknown.

A fire which might have been followed with very serious results was reported at about half past ten the same night. The alarm came from 49, Des Vaux Road Central, and the Brigade at once hurried to the spot. It was found that a cubicle in the premises had caught fire, and bedclothes were in flames. No one suffered any injuries, and the conflagration was soon extinguished.

On Friday morning a small fire broke out at 14, Anton Street, motor premises, where a number of petrol tins had caught fire. The Brigade dealt with the outbreak in a very short space of time, and found no difficulty in checking the flames.

FIRE AT A KOWLOON POULTRY FARM.

Nearly a thousand birds were burned to death in a fire which destroyed three of the Hing Kee Poultry Farm's matchsheds, at Kowloon City on Friday evening. The origin of the fire is unknown. There were 1,200 birds in the sheds at the time, and though every effort was made to get them out, the majority met with a cruel end. A party of police arrived on the scene shortly after the outbreak occurred, but they could do little owing to the scarcity of water, and by the time the Brigade were able to get to the scene, the sheds were burned down to the ground.

FAR EASTERN CABLE NEWS
(THROUGH REUTER'S AGENCY.)

THE BANDIT OUTRAGE.

AMERICAN BOYS RELEASED.

A LETTER FROM MAJOR PINGER.

TIENTSIN, May 12th.

The boys Allen and Pinger arrived at Tientsin last night, accompanied by Major Horsfall of the American Legation. Both boys were wearing Chinese clothes and shoes, but were looking none the worse for their experiences. They evidently had been made much of by the bandits.

One of the first facts established as a result of an interview with Major Horsfall was that the mysterious William Smith, whose name was on the passenger list but whose existence some doubt, is with the bandits. He is a British subject hailing from Manchester and was on his way from Hongkong to Peking to see the Great Wall. Chinese on the train confirmed that he was a traveller. He is elderly and gray-haired. Nobody seems to have come in contact with him in the bandits' camp.

Reports so far have indicated that the bandits are standing out for a substantial ransom as well as a guarantee of their own safety. This is apparently incorrect. They sent out letters demanding that the troops be withdrawn and they be allowed to remain to administer the three neighbouring hsien which is practically composed of bandits; also to receive twelve months' back pay. It is the withdrawal of the troops they most insist on and they threaten to kill the captives unless this is done.

One of the obstacles to an arrangement with the bandits for the release of the captives hitherto has been the fact, that General Ho Feng Yu, in charge of the Shantung Mixed Brigade, which surrounded the bandits is a man with whom the bandit leader is at blood enmity. The elder brother of the bandit who was formerly chief of the bandits in this district was executed by Ho Feng Yu and the body was badly mutilated. A picture of it is still exposed at Lincheng station.

Ho Feng Yu's troops have not been paid for eighteen months, yet they manage to take out an existence which suggests they are sympathetic with bandits. Ho is unable to do anything with the bandits, as they refuse to negotiate with him and resent any attempt by foreigners and others to interfere.

When the American boys were handed over Ho Feng Yu demanded a receipt which was duly given. The following letter from Major Pinger was brought out:

"It is impossible for me to return with your messenger, but my son can do so. Self and other foreigners, about twenty, urgently recommend you to immediately impress upon the Government authorities the necessity of withdrawing the troops. If this is not complied with in three days we are threatened with the worst. These men told us they are not professional bandits, but that they are holding us to ransom, but that they have suffered at the hands of the troops for some time and they used this method as a last resort for the purpose of securing their removal. Please wire the full facts to the British and American Ministers, urging the seriousness of our position. Delay is extremely dangerous. Until we are liberated all means should be used to prevent troops firing, as any action will precipitate our fate. Send European food back by the messengers, as our captors are having trouble in feeding us."

Ho Feng Yu stated that he had threatened to kill every inhabitant of the three hsien if any foreigner is killed, but this is regarded as an empty threat.

One of the Chinese prisoners who was formerly a brother officer of the bandit leaders of Chang Ching Yao's army in Honan, told the bandits that if anything happened to the American boys they would lose their heads, and suggested he be permitted to take them out, then the bandits agreed. Yang brought the children to the railway where Mr. Anderson took charge of them.

Ho Feng Yu refused to allow Mr. Anderson and the foreign doctor to visit the captives. He pleads that he could not accept the responsibility for the probable defection of these foreigners by the bandits.

Communication with the bandits hitherto has been effected by means of pedlars. The foreigners are imprisoned in Taihungshan mountain. The only lady appears to be a Mexican, Madame Vera, who refuses to leave her husband. Mr. Musso is said to be ill, but it is understood that his illness is not serious and that he is getting better. The others apparently are cheerful. The captives are evidently kept apart.

It is stated that the report that the brothers Elias have been released is inaccurate.

THE BANDITS' TERMS.

PEKING, May 13th.

The Chiao Tungpu states that the delegates negotiating with the bandits have brought back the latter's terms which are that all troops must withdraw fifty li from the brigand stronghold at Paotzuku, and their immunity from punishment must be guaranteed by the military authorities and the local gentry. Then they will release all captives.

The Chiao Tungpu wired to the Shantung Tsuchun ordering him to accept these terms. The Tsuchun accordingly proceeded to Lincheng where he will arrive at six o'clock this evening.

Wu Yu Lin is also intending to proceed to Lincheng to-night.

LATER.

The bandits are willing to release all captives except two, whom they desire to retain as hostages, according to information brought by Major Horsfall of the American Legation, who arrived in Peking this morning. It is probable that fifteen foreigners are still captives.

THE TUCHUN'S RESIGNATION.

A Mandate refuses to accept Tien Chung Yu's resignation at present. It says that the Ministries of War and of the Interior have already been ordered to investigate and decide who should be reprimanded in connection with the outrage. The Tsuchun must remain at least till all the captives are released.

TERMS ARRANGED WITH THE BANDITS.

PEKING, May 13th.

The Chiao Tungpu (Ministry of Communications) announces the receipt of a telegram despatched at midnight from Lincheng by the Government's special delegate, stating that the Commissioner of Foreign Affairs at Kiangsu and Mr. Roy Anderson had succeeded in arranging terms with the bandits.

It was agreed that the Government troops should be withdrawn from around Paotzuku, and the bandits later enrolled in the national army.

The bandits expressed satisfaction at the terms, promising to release a number of captives on the return to their base, the remainder to be released as soon as the agreement was carried out.

General Tiao Kun has ordered the Chief of Police at Tientsin to proceed to Lincheng on his behalf.

POWERS MUST DEVISE AND IMPOSE MEASURES.

LONDON, May 12th.

In a leading article on the Lincheng outrage, *The Times* points out that numbers of other foreigners have been kidnapped in China since the Central Government became paralysed, and says that for none of these offences has reparation been exacted severe enough to alarm the criminals, nor to convince the Peking Government that foreigners must be protected. Neither money payments nor apologies will suffice to attain the preservation of the prestige of the Western Governments and the safety of the lives and property of their citizens. It is hard to suggest what measures should be required by China to secure this in her present state of military anarchy, but the Powers will have either to devise and impose them, or look on helpless at the perpetration upon their countrymen of fresh outrages constantly growing in number and enormity.

JAPAN'S CRAMPED POPULATION.

"JAPAN CASTS EYES ON THINLY POPULATED AREAS."

LONDON, May 12th.

Lecturing before the Japan Society in London, the Japanese Professor Hishimura said that Japan's cramped population caused anxiety, and naturally Japan cast eyes on the thinly populated areas of North and South America, Canada and Australia, where she could send her surplus population and turn the wilderness into rice and wheatfields and hives of industry; but Japan would limit the number of immigrants in order not to disturb the peace of her neighbours.

"THE STRUGGLE BETWEEN EAST AND WEST."

He concluded by saying that unless some of the Western nations awake from their mistaken attitude towards Eastern nations, the struggle between East and West would involve the whole of humanity in the most disastrous war ever seen.

[BY COURTESY OF THE "DAILY BULLETIN."]

S.S. "KUMSANG."

DANGER OF BREAKING UP.

MANILA, May 11th.

The steamer *Kumsang* is believed to be in danger of breaking up on the precipitous and rocky beach. There is a strong wind, and high waves are breaking over her.

All the passengers are landed. The destroyer 243 is standing by. It is stated that the crew can be taken off at any time.

THE SHANGHAI RACES.
SOCIAL UNION WINS THE GRAND NATIONAL.

The Shanghai Spring race meeting closed on Saturday when the "off day's" racing resulted in some good times being put up. The Hongkong pony Spotted Sand came to the fore again by winning the short distance race for the Pootung Cup. The most important race of the day was The Grand National Steeple Chase which provided a new winner—Social Union (Mr. Johnstone up). Two favourites with previous good records for this event came in second and third respectively. They were Old Bill (second) and Petersfield (third). The last mentioned pony has won the event on the three previous consecutive occasions.

Results:—

1.—THE SPRING GRIFPINS' HANDICAP.—

"A" Class. One Mile and a Quarter.

Mr. Toeg's McKenzie (Mr. Hill) 1

Mr. Durgur's Kashmir (Mr. Johnstone) 2

Mr. We Two's Young Bill (Mr. Springfield) 3

Time: 2mins. 37.2secs.

2.—"B" CLASS.

Mr. Reonik's Sovereign (Mr. Heard) 1

Mr. Judah's Antarctic (Mr. Moller) 2

Messrs. Lalacaca and Bauld's Little Minch (Mr. Knoll) 3

Time: 2mins. 38.4secs.

3.—THE SPRING HANDICAP.—"A" Class.

One mile and a quarter.

Mr. Robson's Harbin (Mr. Brand) 1

Mr. and Mrs. A. V. White's White Knight (Mr. Moller) 2

Mr. John Peel's Ponceville (Mr. Johnstone) 3

Mr. Toeg's Conqueror Dablia (Mr. Heard) 4

*—Dead heat.

Time: 2mins. 37.2secs.

4.—"B" CLASS.

Messrs. C. and H. White's King's Cross (Mr. Moller) 1

Messrs. Arnhold and H. Sassoon's Roman Victory (Mr. Hill) 2

Mr. Dynasty's King Johnnie (Mr. Dupree) 3

Time: 2mins. 38.3secs.

5.—THE GRAND NATIONAL STEEPLE CHASE.

Mr. John Peel's Social Union (Mr. Johnstone) 1

Mr. Camper's Old Bill (Mr. Bremner) 2

Mr. Henry Morris's Petersfield (Mr. Morris) 3

6.—THE POOTUNG CUP.—Seven furlongs.

Mr. Dynasty's Spotted Sand (Mr. Johnstone) 1

Mr. Gilpin's Full House (Mr. Knoll) 2

Mr. and Mrs. A. V. White's White Iris (Mr. Moller) 3

Time: 1min. 49.1secs.

7.—THE CONSOLATION CUP.—One mile and a quarter.

Mr. Wm. McBain's Artful Dodger (Mr. Dupree) 1

Capt. Bahson's Guldborg (Mr. Hill) 2

Mr. Ma-na-lee's The Knut (Mr. Moon) 3

Time: 2mins. 37.4secs.

8.—THE MANCHU STAKES.—One mile and a quarter.

Messrs. Lalacaca and Bauld's The Bird (Mr. Knoll) 1

Messrs. Fay and Seth's Christmas Morn (Mr. Heard) 2



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Mampel Hotel	Miyazaki — Miyazaki Hotel	Osaka — Osaka Hotel	Tokyo — Tokyo Hotel
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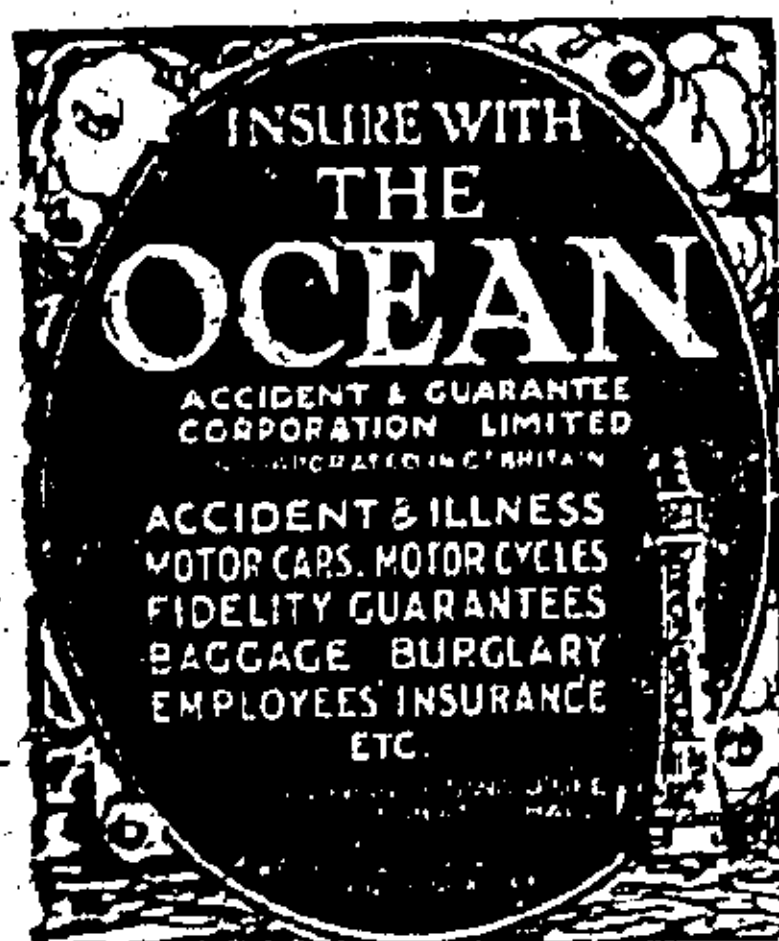
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OUR LONDON LETTER SOCIALIST COUNTESS AS FRIEND OF THE LABOUR PARTY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 14th.

ANOTHER NOTABLE ENGAGEMENT.

All good wishes are extended to Lady Mary Cambridge, elder daughter of the Marquis and Marchioness of Cambridge, on her engagement to the Marquis of Worcester. Lady Mary, who is twenty-five years old, is a niece of Queen Mary. She was a bridesmaid at the wedding of Princess Mary last year, and has been chosen as one of Lady Elizabeth Bowes-Lyon's bridesmaids. It is well known that she is the favourite niece of the Queen, with whom she has been a great deal last summer at public functions. For some time past she has been staying with her aunt, Lady Mary Stanley, at Sopwith House, in Wiltshire. She is a very pretty blonde, and is known in the hunting field as a clever horsewoman.

The Marquis of Worcester is the only son and heir of the Duke of Beaufort. He is said to be one of the richest men in the country, and is just twenty-three years of age. Educated at Eton, he passed through Sandhurst, and held a commission in the Royal Horse Guards until last year, when he resigned. Like the Prince of Wales, he is exceedingly fond of hunting, and as Master of the Beaufort Hounds, with which pack he carries the horn four days out of seven, he is the youngest M.F.H. in England. The Duke of Beaufort dates from 1682, but the family was ennobled at the beginning of the sixteenth century, and they claim descent from Plantagenet times. The present family name is Fitzroy Somerset.

EXTREME MEET.

The Labour Party are greatly pleased with the use of Easton Lodge, near Dunmow, in Essex, which has been placed at their disposal for week-end gatherings of the leaders and private conferences by the Countess of Warwick. The idea is that Messrs. Ramsey MacDonald & Co. shall have a pleasant country retreat to which they can retire to talk things over and refresh themselves between the adjournment of the House of Commons on Friday and the re-assembling on Monday. Comrades from abroad will also be entertained there. It is the same kind of idea which prompted Lord Len of Egham to place Chequers at the service of the Prime Minister for the time being.

Some of the Labour leaders spent a week-end at Easton before Easter, with Lady Warwick acting as hostess to them and their wives. It would be interesting to know what they thought of it all—the beautiful mansion standing in a great park with deer moving in and out under the spreading oaks, the Italian gardens, the lake with rare water-lilies and a Japanese tea-house built up on piles. No doubt they enjoyed it none the less because the scene was once familiar to the late King Edward, who was a great friend of the Countess and a visitor to her Essex home.

The Earl of Warwick was not there to meet the guests. He is still a good Conservative, and lives quietly in Devonshire. But the Countess has for years advocated Socialism, and writes regularly to the papers on the wickedness of private property and the rights of the proletariat.

POLITICS AND PERSONALITIES.

Parliament is "up" for the Easter holidays, and a review of the session gives the impression of seven crowded but, on the whole, uneventful weeks. The mishaps of the Ministry have been outside the House of Commons, three Ministers having failed to secure their seats. Inside the walls supporters of the Government have played the game, and only on one occasion has the majority fallen below normal. That was on the question of the French occupation of the Ruhr, about which opinion is very sharply divided in the House. But it is probable that even as regards that mild shock to the Government's position Ministers were not altogether sorry to have a sign to which they could draw the attention of our Allies across the Channel that the Parliament of this country is uneasy and increasingly difficult to control over the invasion of the great industrial region of Germany.

The Labour Party have fulfilled neither the hopes of their friends nor the fears of their opponents. With a mere handful of exceptions—the loud-voiced and ill-mannered group of Socialists from the Clyde—they have shown a growing amenity to Parliamentary ways. The traditions and customs, and rules of the House which have stood the test of centuries are too strong for any group, however headstrong or violent. On some fundamental issues Labour as a Party have the material for an effective Opposition.

The Liberals are more than ever crippled by internal dissensions. The failure of the movement towards re-union has made the situation worse than it was before the attempt that might have been entertained that Mr. Asquith and Mr. Lloyd George would be able to work together seems definitely at an end. The rank and file have now to decide whether they will accept the veto of Mr. Asquith on closing the ranks and re-constructing the Party, or form a new alignment behind Mr. Lloyd George and his unauthorised and, as yet, unproduced programme. Among the Unionists, however, the tendency is towards greater solidarity, and the feeling inside the Party which was aroused by the Carlton Club meeting that led to the break-up of the Coalition has largely subsided.

ANGLO-AMERICAN RELATIONS.

There seems to be a malignant spirit at work in sowing the seeds of distrust between Great Britain and the United States. Within the last few days the Federal Government has had to withdraw charges which it had circulated against this country. First of all the accusation was made that the British Admiralty had altered the elevation of guns on capital ships in order to give them greater range and power. Secondly, an official report was issued by a branch of the Federal Government making use of a palpable forgery to bolster up the contention that Great Britain was discriminating against American oil interests in developing the Empire's resources. There was not a shred of truth in the statement about naval guns; and as regards the oil policy the documents on which the charge was based were attributed to an English Minister who was not in office at the time it was alleged they were written. The charges have been withdrawn with an appearance of reluctance and in a way that cannot be described as handsome. The fact has not been lost on English opinion.

What puzzles the observer of Anglo-American relations is the marked tendency of the Washington authorities to attribute to us bad faith coupled with a desire to damage their commercial interests. Who is responsible for this attitude? Why is it persisted in? These are questions that are being asked here. We have settled the war debt as far as America is concerned—a debt we contracted not for ourselves, but for our Allies—and bound ourselves to pay over 30 millions sterling a year for nearly two generations. Is not this a proof of good faith, and a desire to give our friends across the Atlantic a square deal? It is curious, to say the least, that British honesty of purpose is attacked just now on the flimsiest evidence, or in fact on no evidence at all.—H.K.

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HAIPHONG via HOIHOW	"LEESANG"	Friday	18th May, Noon.
SHANGHAI via SWATOW	"KWONGSANG"	Friday	18th May, Noon.
MANILA	"YUENSANG"	Friday	18th May, 3 p.m.
BANGKOK via SWATOW	"CHUNSHANG"	Sunday	20th May, 10 a.m.
KORE via MOJI	"FOOKSANG"	Tuesday	22nd May, Noon.
KORE via MOJI	"LAISANG"	Friday	25th May, Noon.
SANDAKAN	"HINSANG"	Saturday	26th May, 7 a.m.
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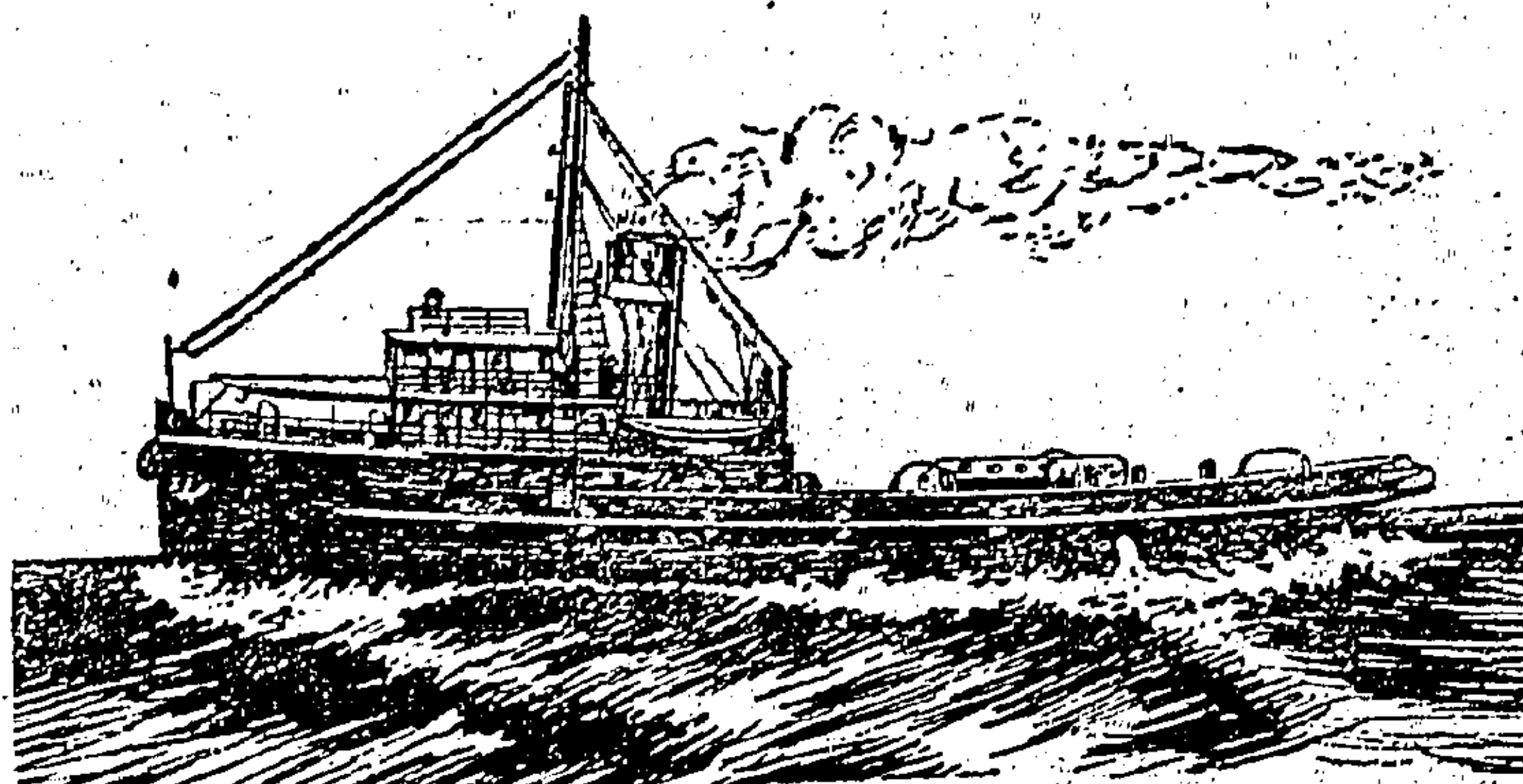
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SHIPPING NEWS

ARRIVALS.

May 12th.

Amazon Maru, Japanese str., 4,823 tons, Capt. J. Kurimura, from Yokohama, with a general cargo.—O.S.K.

Carnegie, French str., 1,016 tons, Capt. Le Coze Louis, from Saigon, with rice.—P. A. Lapicque & Co.

Chihua, British str., 1,351 tons, Capt. E. B. Blackburn, from Bangkok, with a general cargo.—B. & S.

Corbiller, French str., 3,024 tons, Capt. J. Poggi, from Marseilles and Saigon, with a general cargo.—Messageries Maritimes.

Fukuei Maru, Japanese str., 722 tons, Capt. K. Takamoto, from Keelung, with coal.—M.B.K.

Hacking, British str., 1,207 tons, Capt. J. S. Thomson, from Foochow, Amoy and Swatow, with a general cargo.—D. L. & Co.

Hok Canton, Chinese str., 536 tons, Capt. Tsang Long, from Kwangchowwan, with a general cargo.—Heong On & Co.

Hop Sang, British str., from Canton.

Huoh Kuei, Chinese str., 771 tons, Capt. R. Ahrens, from Saigon, with rice.—Yuen Shing Fat.

Hydrangea, British str., 561 tons, Capt. W. J. Colton, R.N.R., from Swatow, with a general cargo.—Chin On S.S. Co.

Kanahou, British str., 1,222 tons, Capt. Wm. Tonkin, from Shanghai, with a general cargo.—B. & S.

Kishi Maru, Japanese str., 1,567 tons, Capt. H. Ouchi, from Saigon, with rice.—O.S.K.

Kuni Sang, British str., 1,435 tons, Capt. D. Skinner, from Calcutta and Singapore, with a general cargo.—J.M. & Co.

Kunaher, Chinese str., from Canton.

Malaya, Danish str., 5,311 tons, Capt. N. P. Kruse, from Manila, with a general cargo.—John Manners & Co.

Nango Maru No. 1, Japanese str., 749 tons, Capt. S. Yanojima, from Bangkok, with a general cargo.—Lee Beng Kee.

Parlet, American str., 6,079 tons, Capt. G. N. Hampson, from Shanghai, with a general cargo.—Arnold Bros. & Co.

President Madison, American str., 8,341 tons, Capt. Thos. P. Quinn, from Seattle and Shanghai, with a general cargo.—Admiral Oriental Line.

Sanku Maru, Japanese str., 1,508 tons, Capt. J. Furukawa, from Miike, with coal.—M.B.K.

Seiden, British str., 1,421 tons, Capt. D. Thomas, from Singapore, with a general cargo.—Kuen Sang.

Sinkiang, British str., from Canton.

Tango Maru, Japanese str., 6,277 tons, Capt. K. Okazaki, from San Francisco, with a general cargo.—T.K.K.

May 13th.

Chifoo, Chinese str., 651 tons, Capt. Chau Chat, from Kwangchowwan, with a general cargo.—Yau, Woo & Co.

Chowling Ning, British str., 1,286 tons, Capt. E. Tapsell, from Tientsin, with a general cargo.—J.M. & Co.

Chowling Yue, Portuguese str., from Canton.

Childar, Norwegian str., 1,102 tons, Capt. O. Olsen, from Bangkok, with a general cargo.—Thoresen & Co.

Chuan, British str., 1,338 tons, Capt. J. W. Harding, from Weihaiwei, with a general cargo.—B. & S.

Ho Hing, Chinese str., from Canton.

Hoi Tung, Chinese str., 412 tons, from Fort Bayard, with a general cargo.—Lee Yuen.

Lee Sang, British str., 972 tons, Capt. J. Croft, from Hoihow, with a general cargo.—J.M. & Co.

Liangchow, British str., from Canton.

Mikawa Maru, Japanese str., 1,819 tons, Capt. R. Asakura, from Dairen, with coal.—Suzuki & Co.

Pauling, British str., from Canton.

Precep, British str., 6,290 tons, Capt. W. Simpson, from Shanghai, with a general cargo.—B. & S.

President Taft, American str., 14,123 tons, Capt. J. Moreno, from Shanghai, with a general cargo.—Pacific Mail S.S. Co.

Rymer Maru, Japanese str., 1,510 tons, Capt. G. Kawasaki, from Bangkok, with a general cargo.

Santa Maru, Japanese str., 1,243 tons, Capt. T. Arai, from Keelung, with coal.—Y.K.K.

Sungshan Maru, Japanese str., from Canton.

Tung Shing, British str., 1,173 tons, Capt. R. D. Bateman, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

May 11th.

Cheong Yee, for Canton.

Chung Hing, for Canton.

Elson, for Shanghai.

Huoh Jah, for Shanghai.

Kueichow, for Canton.

May 12th.

Amazon Maru, for Singapore.

Apoy, for Canton.

Fukuei Maru, for Canton.

Hai Tin, for Tientsin.

Haiyang, for Saigon.

Hanoi, for K. C. Wan.

Hermes, for Swatow.

Hoi Maru, for Bangkok.

PASSENGERS.

ARRIVALS.

Per s.s. *Kuni Sang*, on May 12th.—Mr. and Mrs. Colyer, Miss Lawton.

Per s.s. *Hacking*, on May 12th.—Mr. N. L. Watson.

Per s.s. *Corbiller*, for Hongkong.—Mr. Ch. So Maligay, Mr. and Mrs. Zubeldia, Mr. and Mrs. Webber, Mr. and Mrs. Scott, Mr. and Mrs. Porena, Mr. Keraajia, Mr. and Miss Treneyan, Mr. Caer.

DEPARTURES.

Per s.s. *President Madison*, on May 13th.—Mr. and Mrs. R. R. Fighur, Master E. A. Fighur, Mr. J. H. Gostiar, Mr. C. L. Vandenburg, Mrs. F. M. Ryder, Mr. W. B. Martin, Miss R. Balvadin, Mrs. Manuel S. Fajardo, Mr. and Mrs. T. Moryima, Miss H. Moryima, Mrs. M. F. Barbour, Mr. E. A. Nelson, Mr. M. F. O'Connell, Mr. and Mrs. I. Zubeldia, Miss Soralluce, Mr. and Mrs. J. C. Thorne, Mr. and Mrs. Macintosh, Miss J. C. Adams, Miss E. Colan, Mr. and Mrs. H. W. McKee, Master Leland McKee, Mr. J. Didiheim, Mr. M. Kahn, Mr. Courtney, Mr. and Mrs. H. W. Heeger, Mrs. Shannon Richmond, Miss R. B. Forbush, Mr. and Mrs. J. G. Owen, Lieut. E. C. Butler, Mr. W. Bockman, Mrs. J. C. Black, Mrs. D. Brown, Sister Bertha Columba, Mrs. A. F. Dwyer, Lieut. J. E. Drum, Mr. and Mrs. H. Elliott Foote, Mr. Eugene Lopez, Miss H. Lucas, Major and Mrs. Marshall, Misses Marshall (2), Sister Mary Michaels, Miss E. Oak, Miss H. O'Malley, Capt. Geo. H. Penbody, Mrs. M. Penbody, Miss M. Penbody, Lieut. D. C. Snow, Mr. and Mrs. C. M. Southard, Mrs. N. N. Sylvester, Mr. and Mrs. L. B. Tribolot.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* arrived at Yokohama on May 11th, left Yokohama on May 11th, p.m., and is due at Vancouver on May 22nd.

The R.M.S. *Empress of Asia*, Capt. L. D. Douglas, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai (Woojung), Nagasaki, Kobe and Yokohama at noon, on Thursday, May 17th.

The P. & O. Co.'s s.s. *Kashgar* left Shanghai for this port on May 12th, at 11 a.m., with the homeward English Mails, and is due here on May 15th, at 6 a.m.

The M.M. s.s. *Chili* left Marseilles on May 4th, and is expected at Hongkong about June 5th.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due May 25th.

Alita Maru (N.Y.K.), due to-day.

Angers (M.M.), due May 22nd.

Asuta Maru (N.Y.K.), due June 9th.

Awa Maru (N.Y.K.), due May 21st.

Bengal Maru (N.Y.K.), due May 17th.

Blonde (Blue Funnel), due May 28th.

Empress of Canada, due May 20th.

Genoa Maru (N.Y.K.), due May 15th.

Iyo Maru (N.Y.K.), due May 15th.

Katori Maru (N.Y.K.), due May 21st.

Muroran Maru (N.Y.K.), due May 21st.

Myron (Blue Funnel), due to-day.

Phoenia (Blue Funnel), due May 17th.

Tango Maru (N.Y.K.), due May 16th.

Teitras (Blue Funnel), due May 31st.

P. & O. S.S. "MALWA."

COMING TO THE FAR EAST.

The P. & O. Company's s.s. *Malwa* left London at 2 p.m., on the 11th inst., with the following passengers for the Far East:—

Mrs. C. Smallwood, Mr. and Mrs. Gathercole, Mrs. Jackson Morris, Miss Morris, Mr. C. Hendon, Mr. A. E. Chandler, Capt. W. J. Fry, Mr. and Mrs. J. H. Garrett, Mr. and Mrs. E. Gort, Mr. J. A. Ferguson, Capt. and Mrs. W. G. S. Ingram, Miss E. M. James, Mr. F. Jordan, Mr. J. Hall, Capt. A. G. Hayes, Mr. G. H. Jones, Mr. Russell, Mr. F. R. Bagley, Miss C. L. Houlton, Mr. T. Winny, Mr. J. Dargie, Mrs. M. R. Pottinger, Miss Pottinger, Miss F. L. Haydon, Miss A. Smart, Mr. F. W. Gooch, Mr. C. V. Thomas, Mr. M. E. Rogers, Mrs. H. Chasseaud, Mrs. G. R. Allen, Mr. H. A. Stallwood, Mr. J. A. D. Witt, Capt. H. P. Hodge, Dr. E. V. Lupprian, Dr. R. W. C. Kelly, Mr. and Mrs. F. Flinn, Miss M. H. Flinn, Mr. and Mrs. Jones, Mr. and Mrs. W. A. White, Miss White, Mr. St. C. A. Showers, Mr. and Mrs. W. C. McGavin, Mr. F. R. Bayley, Mrs. Hutton, Mr. H. Hinton and Mrs. S. G. Steels.

The s.s. *Malwa*, under the command of Captain W. R. LeMare, R.N.R., is 11,000 tons register, 15,000 H.P., 450 feet long between perpendiculars, 61 foot beam, and has a displacement of about 20,000 tons. She is making her first trip to China. She will leave Hongkong for Shanghai about June 16th, and proceeds from Hongkong on July 11th to London, via Singapore, Penang, Colombo, Bombay, Aden, Port Said and Marseilles.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 13th.

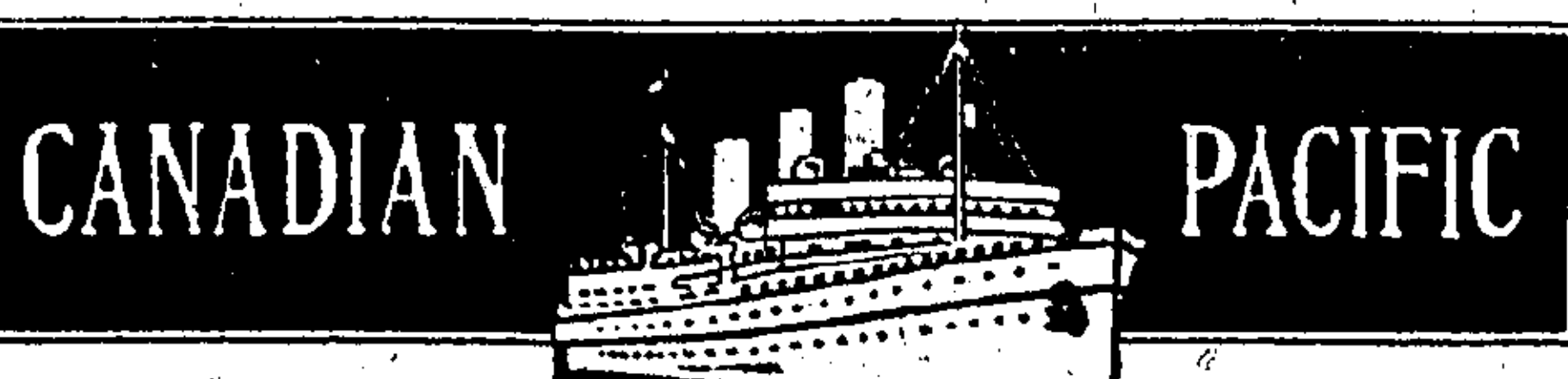
	Previous Day	at 1 p.m.	at 4 p.m.	at 8 p.m.
Barometer	29.85	29.78	29.73	
Temperature	78	72	81	
Humidity	83	92	69	
Wind Direction	W	Calm	W	
Force	3	0	1	
Weather	()	BM	B	
Rain	0.00	0.00	0.00	

Highest open-air Temperature on 12th ... 79
Lowest open-air Temperature on 12th ... 73

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The paper to read Home.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec

From Hongkong	Due Vancouver	From Canada	Due England
<i>Empress Asia</i>	May 17 June 4	<i>Montcalm</i>	June 1 June 8
<i>Empress Canada</i>	June 2 June 18	<i>Empress Scotland</i>	June 9 June 15
<i>Empress Russia</i>	June 14 July 2	<i>Empress France</i>	June 23 June 29
<i>Empress Australia</i>	June 29 July 18	<i>Montcalm</i>	July 7 July 14
<i>Empress Asia</i>	July 12 July 30	<i>Empress Scotland</i>	Aug. 4 Aug. 11

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

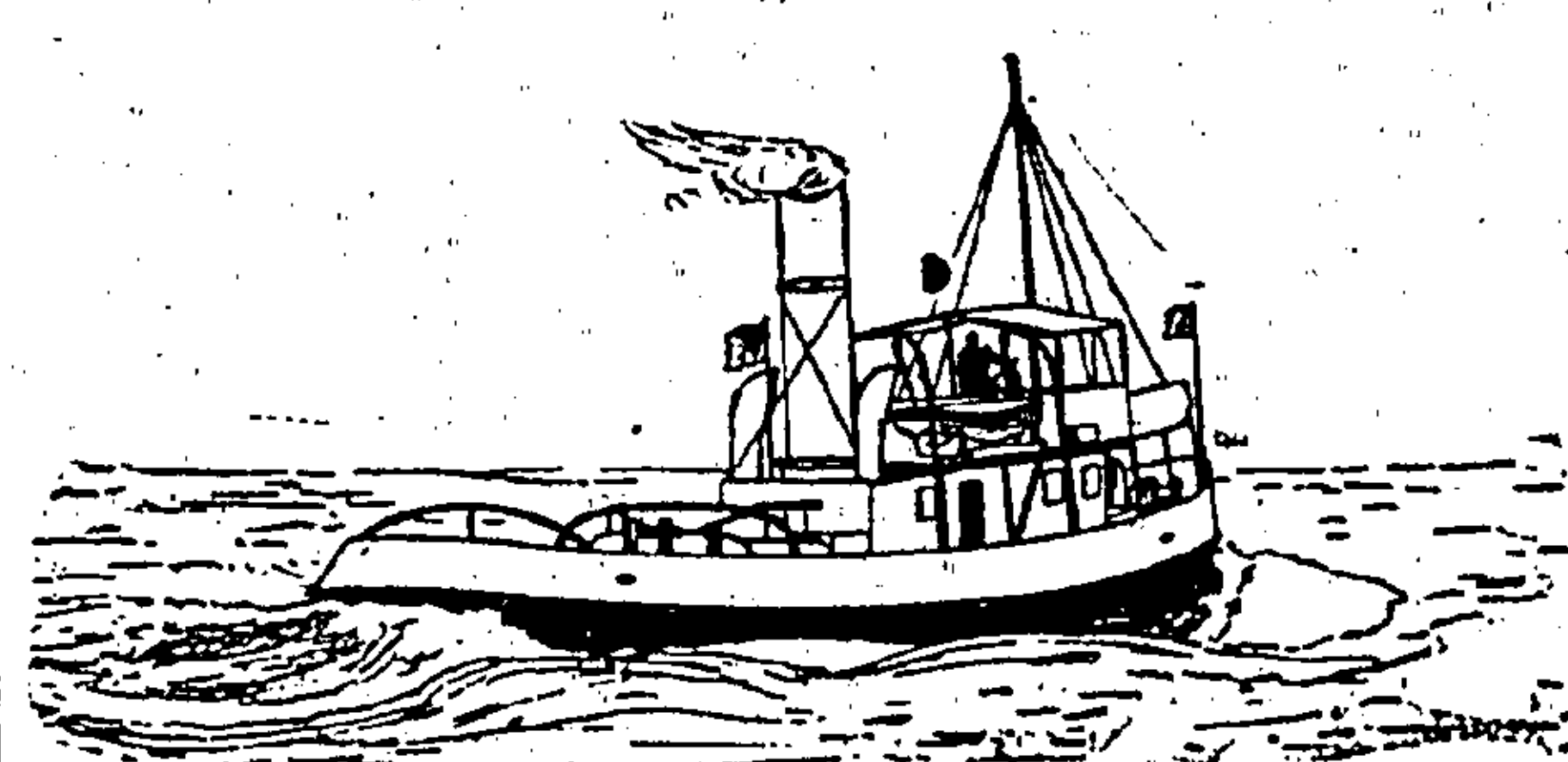
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Passenger Department: Tel. 753. Cables: GACANPAO.
Freight and Express: Tel. 42. Cables: NAUTILUS.

W. S. BAILEY & CO., LTD.

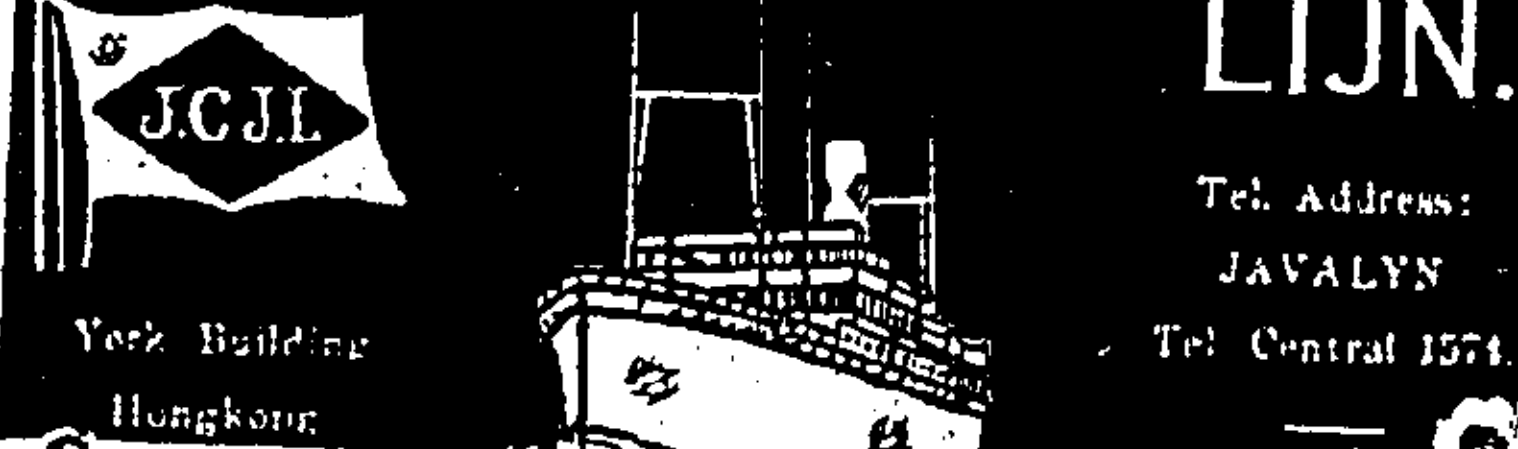
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builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad



OLD-PIPED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.
Boiler Makers, Founders and Constructional Engineers and Repairers

JAVA-CHINA-JAPAN LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
<i>TJIMANOEK</i>	JAVA	14th May	17th May	SHANGHAI & DALNY
<i>TJISONDARI</i>	NORTH CHINA	15th May	21st May	BILLITON & BATAVIA
<i>JULIWONG</i>	JAPAN	20th May	24th May	MAKASSAR & SOERABAYA

Wireless Telegraphy
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo is carried through rates to all ports in Netherlands India and Australia. For particulars of freight and passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly Service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AMERICAN, ROTTERDAM, HAMBURG AND BREMEN

Sailings, subject to alterations.

Arrivals from Europe.

S.S. *OLDEKERK* ... 6th June.S.S. *ZOSMA* ... 3rd July.

Sailings to Europe.

Steamers	For	Sailing on or about
<i>"OOSTERK"</i>	Rotterdam, Amsterdam, Hamburg & Bremen	18th May
<i>"OUDERK"</i>	Amsterdam, Rotterdam, Hamburg & Bremen	20th June

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents.



VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America G. \$435, G. \$450, G. \$500.

IYO MARU (calling Keelung) ... Saturday, 19th May.

SHIZUKA MARU ... Monday, 4th June.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KITANO MARU ... Wednesday, 23rd May.

HAMBURG via LONDON & ROTTERDAM.

DAKAR MARU ... due 1st half June.

LIVERPOOL via Marseilles & Valencia.

TATSUNO MARU ... due 2nd half June.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Saturday, 28th May.

TANGO MARU ... Wednesday, 20th June.

NEW YORK & BOSTON via PANAMA.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

KAWACHI MARU ... Middle June.

BOMBAY via Singapore and Colombo.

AKITA MARU ... Tuesday, 15th May.

ALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Tuesday, 15th May.

PENANG MARU ... Monday, 21st May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 17th May.

SHANGHAI, KOBE & YOKOHAMA.

KEIFUKU MARU ... Tuesday, 15th May.

RATORI MARU ... Tuesday, 22nd May.

For further information apply to— **NIPPON YUSEN KAISHA**

Telephone: Central Nos. 232 & 233. K. H. KAMEI, Manager.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

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BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

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Branch Office: No. 27, Bonham Street, West.

Top Floor, King's Building.

Tel. Central No. 140.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvelous properties likely ever to be equalled in diseases arising from impure blood. Rheumatic colic and cramps from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, pneumonia, cancer or scrofulous neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdowns and Chronic Weakness.

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UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS:

CITY OF MANCHESTER 9th June... Shanghai, Kobe & Yokohama.

HOMEWARDS:

CITY OF TOKIO 5th June... 2nd half July... Marseilles, London & Hamburg.

PASSENGER SERVICE.

CITY OF TOKIO 5th June... Marseilles, London & Hamburg.
CITY OF MANCHESTER 2nd half July... Marseilles, London & Hamburg.

CITY OF TOKIO, C. CLARK STEAMER—Fares: Hongkong-London... 105.0.0

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For further particulars apply to—

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"EUBLOCHUS"	via Suez Canal	15th May.
"CITY OF BIRMINGHAM"	via Suez Canal	25th May.
"OANPA"	via Suez Canal	5th June.
"CITY OF PITTSBURG"	via Suez Canal	15th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	—	—	14th May
AMBORE	—	—	29th May
CORDILLERE	—	—	12th June
ANGERS	20th April	22nd May	26th June
CHILLI	4th May	5th June	10th July
PORTHOS	18th May	19th June	24th July

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

A CLASS (1st Class) ... 85. 0s. 0d.	B CLASS (1st Class) ... 80. 0s. 0d.
STEAMERS (2nd) ... 68. 0s. 0d.	STEAMERS (2nd) ... 63. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS)

S.S. "MEINAM" loading for HAVRE, ANTWERP & DUNKIRK, about 30th May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDINGS.
12 CONSIGNATION—TRANSIT—REPRESENTATION.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHONG	Capt. J. S. Thomson	Tuesday, 16th May, at 1 p.m.
HAICHONG	Capt. W. C. Pasmore	Friday, 18th May, at 1 p.m.
HAIFONG	Capt. Ellis Walker	Tuesday, 22nd May, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

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General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, BERT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KASHGAR"	3,600	16th May, 4 p.m.	Marseilles, London & Antwerp.
"NYANZA"	7,000	30th May	Marseilles, London & Antwerp.
"LABORE"	5,350	4th June	Spain, Colombo & Bombay.
"SOUDAN"	8,700	6th June	Spain, Penang, Colombo & Bombay.
"JEYPORE"	5,418	12th June	Spain, Penang, Colombo & Bombay.
"SARDINIA"	5,680	19th June	Marseilles, London & Antwerp.
"DELTA"	8,087	27th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,813	28th June	Spain, Penang, Colombo & Bombay.
"MALWA"	10,241	11th July	Bombay, Marseilles, London & Antwerp.
"DEVANHA"	8,022	25th July	Marseilles, London & Antwerp.
"SOUDAN"	8,686	26th July	Spain, Penang, Colombo & Bombay.
"KIVU"	9,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KASHMIR"	10,241	22nd Aug.	Marseilles, London & Antwerp.
"MACDONALD"	10,241	5th Sept.	Bombay, Marseilles, London & Antwerp.
"TONGOLA"	8,022	19th Sept.	Bombay, Marseilles, London & Antwerp.
"MAITUA"	10,900	3rd Oct.	Bombay, Marseilles, London & Antwerp.

BRITISH INDIA - AFAR SAILINGS

"JANUS" 4,824 13th June Calcutta via Singapore & Penang

FASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 2nd June (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"CHAKRATA"	5,682	19th May	Japan, Shanghai, Moji, Kobe & Yokohama.
"DELTA"	8,700	26th May	Japan, Shanghai, Moji, Kobe & Yokohama.
"JANUS"	4,824	32nd May	Japan, Shanghai, Moji, Kobe & Yokohama.
"SOUDAN"	8,686	24th May	Shanghai only.
"DEVANHA"	8,022	3rd June	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Parcels Messing not more than 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "EASTERN PRINCE"	on or about 18th May.
S.S. "ROMAN PRINCE"	on or about 11th June.
S.S. "GALIC PRINCE"	on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,Telephone: Central 2165. (Incorporated in Great Britain)
Telegrams (Furprince) St. George's Building**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

BOMBAY—fortnightly service via Singapore and Colombo. Friday, 1st June

SUMATRA MARU (calling at Penang) Monday, 21st May

"ALTAL MARU" Tuesday, 5th June

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service Friday, 1st June

CALCUTTA—Monthly Service via Singapore and Colombo. Wednesday, 6th June

VICTORIA, BRATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

AFRICA MARU—Wednesday, 16th May

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

HAMBURG MARU—Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.

ATLAS MARU—Monday, 28th May

KEELUNG, SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.

KALJO MARU—Every Sunday, Noon.

"ANABURA MARU"—Thursday, 24th May

TAKAO, SWATOW & AMOY. For sailing dates and further particulars please apply to: K. SHIMA, Manager;

Tel. Central No. 4090.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
NEWCHWANG	"SHANSHI"	On 14th May, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 14th May, Noon.
SWATOW & SINGAPORE	"KAYING"	On 15th May, Noon.
AMOY, SHANGHAI & FUKOW	"KANGCHOW"	On 15th May, Noon.
SWATOW & BANGKOK	"KIANGSU"	On 15th May, Noon.
MANILA	"TEAN"	On 15th May, 4 p.m.
NINGPO	"KANSU"	On 16th May, D.L.
HOIHOW & SINGAPORE	"CHINCHUA"	On 17th May, 11 a.m.
SWATOW & SHANGHAI	"SUICHOW"	On 17th May, Noon.
SWATOW, AMOY & SHANGHAI	"KINGCHOW"	On 18th May, Noon.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 22nd May, 11 a.m.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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